What Superintendents Are Saying Now—p. 17

June 1, 1959

# RAILWAY AGE *weekly*

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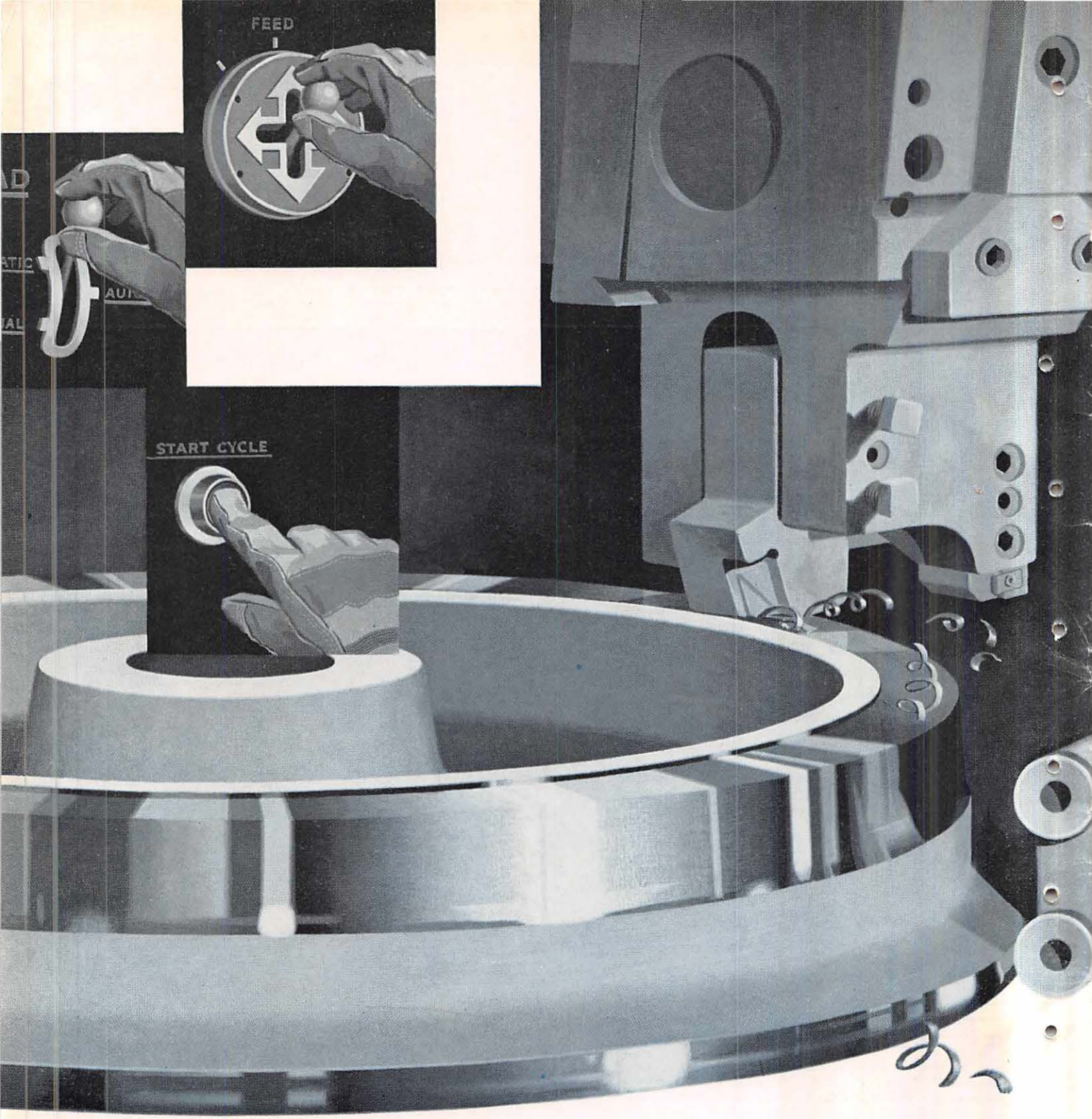


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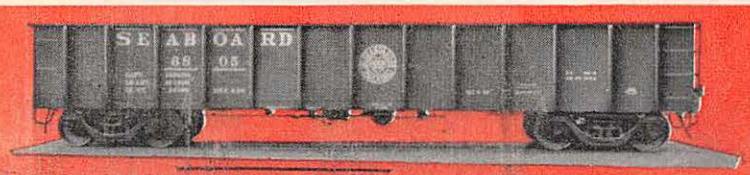


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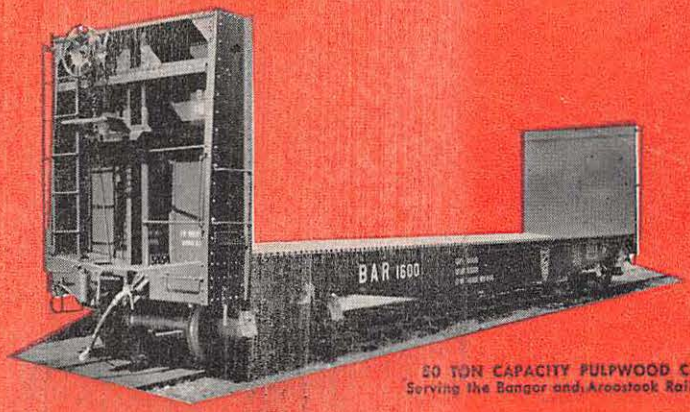


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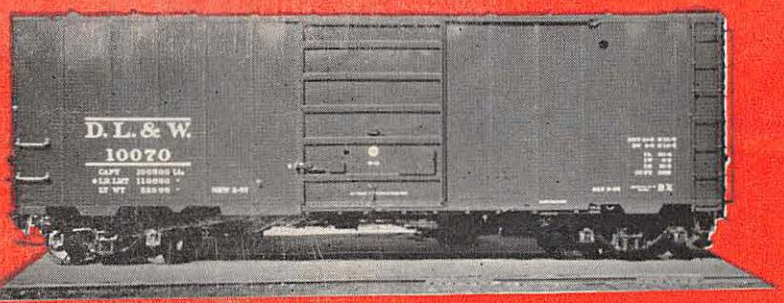


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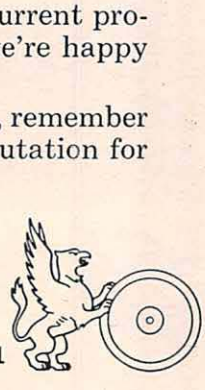

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RAILWAY AGE *weekly* June 1, 1959 • Vol. 146, No. 22

# Week at a Glance

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**ICC urges passenger reforms** ..... p. 8

Passenger service has a future, says the Commission, if railroad management and government will act toward creating a "less extensive network more closely tailored to the needs of the public."

**Santa Fe cuts traffic jams** ..... p.16

It's been done with bi-directional 2-track CTC, on the heavily traveled 98 miles between Holliday and Emporia, Kan. The CTC has eliminated need for locally controlled interlockings in the area.

**Cover Story—Superintendents want changes** ..... p.17

Their Association meets this week in Chicago. Up for discussion will be strong pleas for better service for shippers—even if better service costs more—and for increased activity in training and developing tomorrow's railroad managers.

**Matisa opens rail-weld shop** ..... p.22

Now railroads can have rail welded on a cost-per-weld basis at a commercial fixed plant. The new plant—at Summit, Ill.—will be operated by Matisa Railweld, Inc.

**Estoppel could save RR money** ..... p.23

What can be done about employees who collect damages based on disability claims, then demand reinstatement in the jobs they said they were no longer able to perform? One answer calls for reliance on the legal principle of estoppel.

**CPR piggyback fleet to set record** ..... p.24

The road's trailer flat-car fleet will soon be the largest owned by any individual railroad. Delivery of the latest piggyback cars ordered by the CPR is to be completed in the autumn.

**The Action Page—Get those terminal costs down** ..... p.38

To be successfully competitive, railroads must use the best cost-reducing methods and facilities they can contrive. Reducing the cost of terminal handling of freight cars would be a tremendous step forward.


*Short and Significant*

**The BLF&E's 1959 wage demands . . .**

will be served on the carriers in about two weeks. The brotherhood's program, mapped out during a three-day meet-

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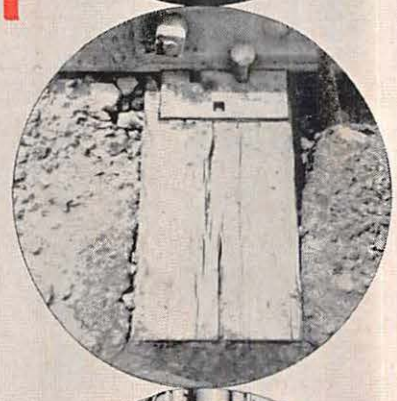

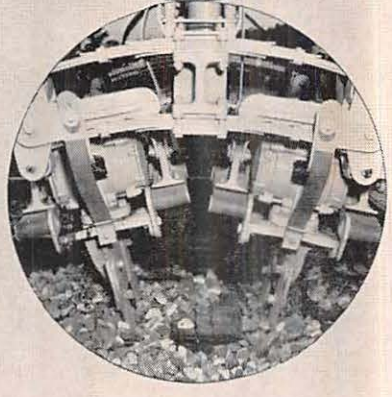

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## Week at a Glance CONT.

## Current Statistics

| | |
|---|---|
| Operating revenue | |
| 3 mos., 1959 .... | $2,390,411,958 |
| 3 mos., 1958 .... | 2,240,440,351 |
| Operating expenses | |
| 3 mos., 1959 .... | 1,909,302,375 |
| 3 mos., 1958 .... | 1,874,195,107 |
| Taxes | |
| 3 mos., 1959 .... | 248,387,179 |
| 3 mos., 1958 .... | 208,018,644 |
| Net railway operating income | |
| 3 mos., 1959 .... | 155,093,317 |
| 3 mos., 1958 .... | 85,148,439 |
| Net income, estimated | |
| 3 mos., 1959 .... | 99,000,000 |
| 3 mos., 1958 .... | 34,000,000 |
| Average price railroad stocks | |
| May 26, 1959 ... | 111.80 |
| May 27, 1958 ... | 77.20 |
| Carloadings revenue freight | |
| Twenty wks., 1959 | 11,966,907 |
| Twenty wks., 1958 | 10,712,650 |
| Freight cars on order | |
| May 1, 1959 .... | 35,479 |
| May 1, 1958 .... | 32,908 |
| Freight cars delivered | |
| 4 mos., 1959 .... | 10,964 |
| 4 mos., 1958 .... | 23,604 |


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ing in Chicago, is expected to call for pay boosts at least as steep as those asked by the other operating crafts (12% by the BLE, ORC&B, and SUNA; 14% by the BRT).

**Southern's plan to buy Interstate . . .**

was revealed last week. Interstate is an 87-mile coal road in western Virginia. It is owned by Virginia Coal & Iron Co., from which Southern would acquire all of the outstanding stock in exchange for its own common stock. The purchase agreement is subject to approval of Southern and VC&I stockholders and the ICC. Southern President Harry A. DeButts said the acquisition "will extend our service into one of the finest coal fields in the country."

**New York Central is asking for government guaranty . . .**

of a $40-million loan which eight insurance companies have agreed to extend at 5% interest, NYC President Alfred E. Perlman told stockholders last week. He said the money will be used "solely for capital improvements, and the government guaranty will not prohibit the payment of dividends while the loan is outstanding." He said work will start this week on a $12,000,000 electronic yard in Indianapolis. Two additional yards are in the works.

**Piggyback will establish another beach-head . . .**

in the Southeast on June 2, when the Atlantic Coast Line is scheduled to begin Plan I service between Alexandria, Va., and Jacksonville, Fla. Initial user will be Mercury Motor Express, of Tampa, Fla.; railroad equipment, 75-ft flats, holding two 35-ft trailers; schedule, less than 20 hr. ACL also is considering Atlanta-Birmingham-Jacksonville piggyback.

**Soo Line's guaranteed rate . . .**

will be supported by the National Industrial Traffic League when it comes up for hearing at the ICC this week. The league's position is that the Commission should let the pricing experiment be tried out. The proposed rate, which is under suspension, would give a 17.5% discount to a shipper who guaranteed to ship 90% of his tonnage by rail. It would be $10.05 per ton (compared with a regular rate of $12.15) on wrought iron pipe and tubing shipped from Sault Ste. Marie, Ont., to Chicago.

**LCL rates in official territory . . .**

won't be increased on the basis of the plan which has been pending before the ICC for some 20 months. The Commission has disapproved the plan, which proposed increases on shipments weighing less than 5,000 lb. The increases, averaging about 23.35 cents per shipment, would have yielded about $6,300,000 a year.

# ICC Urges Passenger Reforms

Service could be made 'economic' by tailoring it to the needs of the public, says the Commission. Specific recommendations for trimming the deficit include calls for tax relief, local government commuter aid.

► **The Story at a Glance: The Interstate Commerce Commission has called on railroad management and government to work together to save passenger service.**

**Taking a more hopeful view of the future of passenger trains than did the so-called "Hosmer Report," the ICC thinks they will remain "an integral part of our national transportation system."**

The Interstate Commerce Commission thinks railroad passenger business has a future if it becomes an "economic" service—a "less extensive network more closely tailored to the needs of the public."

This general appraisal of the outlook came last week in the Commission's report on the passenger-deficit investigation which it started three years ago. Among the report's specific recommendations for dealing with the problem is a suggestion that the pending transport study of the Senate Interstate Commerce Committee include inquiries into working rules of railroad employees and subsidies to railroad competitors.

This advice to the Senate committee was preceded in the report by nine other recommendations. These proposed government and management action and included calls for repeal of the federal excise tax on fares, local and federal tax relief, community support for losing commuter services, and practice by federal agencies of what the national transportation policy preaches.

For railroad management, the Commission had recommendations calling for elimination of duplicate services, experimentation with new types of equipment, continued efforts to improve service, and demand studies to provide bases for fare and schedule adjustments.

In making specific recommendations, the Commission departed from Examiner Howard Hosmer's proposed report in the case (RA, Sept. 22, 1958, p. 9). The examiner's view was that "none of the suggested means of reducing the deficit, such as revision of labor agreements, lower taxes, discontinuance of subsidies for motor and air transportation, and more revenue from mail can be considered promising." Mr. Hosmer also issued the much-publicized warning that, if passenger business continued to decline as it did in the 1947-57 period, "the parlor and sleeping-car service will have disappeared by 1965 and the coach service by 1970."

Noting the "considerable" emphasis on this trend, the Commission went on to say such emphasis was "perhaps undue." Whether the trends "are indeed so ominous as to signify the eventual demise of railroad passenger service is a matter of opinion," the report added.

Meanwhile, the record made it "abundantly clear" to the Commission that "the financial loss is real, it is large and appears to be growing, and it endangers the present and future welfare of the railroad industry." While last year's deficit of $610,424,000 was below 1957's $723,670,000, the trend has been sharply upward since the end of World War II.

### *No Place for Standby Capacity*

The suggestion that passenger service be reconstituted into a less extensive network was made by the Commission "in view of the changed demand occasioned by the growing preference for service provided by other forms of transportation." In such a set-up there would be no place for "standby capacity." Those who benefit from standby capacity must assume the obligation of financing it to the extent of their needs, the Commission said.

It was in this context that the Commission predicted a future for the passenger business. Its report said:

"We are of the view that the complete elimination of passenger train service would not be a solution in the public interest. Economic railroad passenger service is, and for the foreseeable future will be, an integral part of our national transportation system . . ."

The study which the Commission recommended to the Senate committee would not be confined to working rules, but would include also "the finances of railroads, the possibilities of mergers, the elimination of duplicating facilities, and related matters, as well as management practices." The Commission recalled that it made a like recommendation when the Transportation Act of 1958 was under consideration. And it emphasized that its proposal "does not carry any implication that the annual earnings of any class of railroad employees are excessive."

Suggestions that railroad management has been doing little to hold passenger business were rejected by the Commission. It found evidence that many railroads "have conscientiously endeavored to improve the standards of service." The report also said that railroads generally have not discontinued trains "without serious efforts—sometimes prolonged—to make them pay and only after sympathetic consideration of public convenience."

The recommendations for management action are based on evidence in the record and "our correspondence," which "clearly disclose that many avenues toward improving the attractiveness of railroad passenger service remain unexplored." The "aggressive service policies of competitors," the report added, "must, at least, be counterbalanced with equally progressive railroad policies."

On the question of subsidized competition, the Commission said relief for railroads, "in obviously inequitable areas," should not await "detailed study of possible long-range adjustments," but should be "immediate." Here the Commission, as the report

put it, was "impressed with the urgency of the situation if existing rail passenger service is to be preserved."

Federal funds spent this fiscal year for the airway system gave air lines a subsidy equivalent to 0.6 cent per passenger-mile, the Commission calculated. It also noted that the "pay-as-you-go" plan for federal highway expenditures has become "somewhat provisional."

The report called its discussion of the commuter problem an "annotation" to the "timely comment" made by the Senate Interstate Commerce Committee in its report on the 1958 Transportation Act. The committee said that solutions which might be found would be "essentially local," and thus local agencies should take on the job of seeking them. The Commission cited New York's so-called Purcell report, which was made to Governor Rockefeller by Robert W. Purcell, as "evidence of one state's efforts to tailor the solution to its own particular situation."

Turning to the national-defense aspects of the deficit problem—"one of the most important of all"—the Commission found that evidence relating thereto "leaves much to be desired." It went on to recall that witnesses for the Department of Defense had stated that the department, in peacetime, must avoid preference of one mode of transportant as against another "in the routine procurement of transportation." It was further explained that "next to meeting logistics requirements, cost is the dominant factor."

### *'Neutrality' Scored*

The Commission did not look with favor on such "neutrality" in an agency so dependent upon the railroads. It said it was "persuaded that the department should reexamine its policy with respect to selecting the means of transporting its military personnel." The report continued:

"Although the department is unable to state the precise extent to which it would rely upon the railroads in future emergencies, it would rely upon them for a 'great proportion' of its needs. The department would also rely exclusively, insofar as passenger train service is concerned, on locomotive power financed out of the earnings of and private capital invested in such railroads. It would also rely on employees trained at railroad expense to conduct the transportation.

"In these circumstances, we cannot agree with the department that the distribution of military traffic on bases other than costs would in effect be a hidden subsidy and an improper use of appropriation. We urge the department in selecting the means of transporting its military personnel to place appropriate emphasis on the means upon which it will rely heavily in time of emergency."

As to that phase of the national transportation policy which calls for meeting needs of the postal service, the Commission said these needs do not seem to require that the railroads continue to transport persons. It explained that the Post Office Department "looks forward to the establishment of a new method of operation under which mail and express would be carried in trains exclusively devoted to that service without passengers."

The railroads "are sympathetic with that suggestion, which seems logical in view of the possibility of further dis-

(*Continued on page 25*)

## The Commission's Recommendations

1. That the 10% federal excise tax on passenger fares be repealed.

2. That federal tax laws be amended to encourage local and state tax relief, at least to the extent of disregarding state and local provided "pre-tax net income" for federal tax purposes.

3. That state and local governments take such steps as may be required to effect a greater degree of equity in respect to tax burden on railroad property in relation to taxpayers generally and consistent with the desire of their communities for retention of commuter and other passenger train service.

4. That where the railroads are unable to operate a particular local or commuting service at a profit, and where such service is essential to the community or communities served, that steps be taken by state and local authorities, or both, to provide the service paying the carrier the cost plus a reasonable profit.

5. That the executive departments of the federal government consider the implications of the national transportation policy in connection with the procurement of passenger train services by the Post Office Department, Department of Defense and other agencies of the government.

6. That railroad management take steps to eliminate duplicate passenger trains, terminals and other facilities insofar as will be consistent with the law and the public interest.

7. That experimentation by the railroads with new types of coaches, sleeping cars, dining and other facilities be continued.

8. That railroad management should continue its efforts to improve the attractiveness of railroad passenger service as a means of stimulating more adequate volume of traffic.

9. That railroad management make studies of the elasticity of demand (effect of price on volume of traffic) for railroad passenger service so as to provide a basis for adjustment of fares, adjustment of schedules for convenience of prospective passengers, and systematic, continuous, and higher quality advertising and promotion generally designed to improve public acceptance of rail travel. Every possibility of developing additional patronage should be fully and continually explored.

The Commission also recommended that the Senate Interstate Commerce Committee's study of U.S. transportation policies under Senate Resolution 29 include:

1. An exploration of labor-management relations, including a review and revision of working rules for labor employees. The investigation should not be limited to the narrow issues of the working rules, but should cover other phases of labor-management relations.

2. An exploration of those public expenditures which operate to the disadvantage of the railroads. This country's several forms of transportation should be treated equitably and no one form should be preferred.

# Labor Pushing 'Safety' Bills

► **The Story at a Glance: Next legislative drive of the Railway Labor Executives' Association will push several of its "safety" bills which look like "make-work" proposals to railroad management.**

**The RLEA bills, which have already been introduced, would greatly extend the ICC's power over railroad operations, giving it authority to prescribe track-car rules and standards for the maintenance of facilities and equipment.**

**If the bills are enacted and they "fail to improve the situation," the unions next year will propose legislation "revamping railroad safety regulations in their entirety."**

The RLEA legislative program was announced by Chairman George E. Leighty at a Washington press conference where he charged that the "dominant segment of railroad management has become totally indifferent to the safety of the traveling public and rail employees." Mr. Leighty also:

- Released the text of a telegram which RLEA sent to President Eisenhower to thank him for signing into law its program for liberalizing the Railroad Retirement and Railroad Unemployment Insurance Acts.
- Criticized the ICC for its failure to prevent some of the train discontinuances which railroads have effected under the Transportation Act enacted last year.
- Released the report of RLEA's Committee on ICC Wage and Hour Statistical Reporting which supports the association's proposal to eliminate the "time paid for but not worked" category from the Commission's wage statistics (RA, May 4, P. 10).

Mr. Leighty led into his advocacy of the "safety" legislation by quoting excerpts from the latest report of RLEA's Committee on Safety, which is headed by Harry See, vice-president and national legislative representative of the Brotherhood of Railroad Trainmen. The report noted the rise in employee fatalities and injuries in this year's first two months as compared with the like period of the two previous years.

Railroad labor organizations, Mr. Leighty said, place the blame for these increases "directly upon the shoulders of railroad management, which has not only neglected proper maintenance of track equipment, but has stubbornly refused RLEA's invitation to cooperate in a joint labor-management safety committee to deal with this problem."

Bills specifically identified by Mr. Leighty as the RLEA proposals are these:

- H.R.1889, which proposes a car inspection law like the Locomotive Inspection Act.
- H.R. 3264 and S.996, which would give the ICC power to prescribe rules and standards for the inspection and maintenance of tracks and bridges.
- H.R.2487 and S.1425, which

*(Continued on page 33)*

# Watching Washington *with Walter Taft*

• **SERVICE-ABANDONMENT PROVISIONS** of the 1958 Transportation Act will be under fire this week at hearings before the surface transportation subcommittee of the Senate's Interstate Commerce Committee. Many railroads have already used these provisions to get rid of unprofitable trains.

**AMENDMENTS** to give the ICC more time to pass on train-off proposals will be supported by the Commission and the Railway Labor Executives' Association. The Commission is already on record with its view that the present schedule is tight. It puts a four-months limit on the period for which a service-change notice can be suspended.

**TWO BILLS** sponsored by New Jersey's Senators, Case and Williams, will be considered at the hearing. Either of them would put the service-abandonment provisions pretty much on the same basis as the line-abandonment provisions which have been in the Interstate Commerce Act since 1920. That would remove all time limits on the Commission.

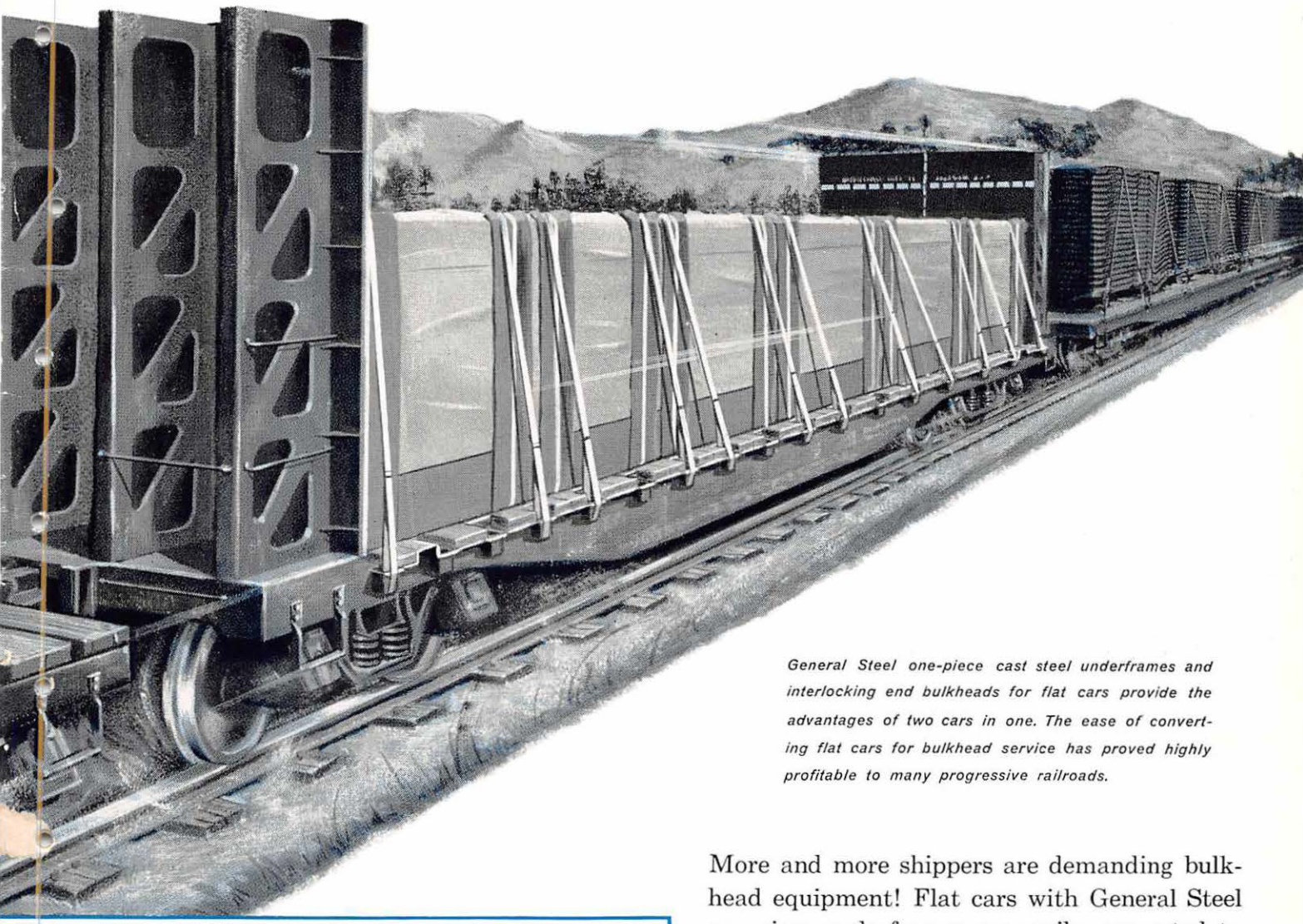
**THE CASE BILL,** which is co-sponsored by several other senators, is endorsed by RLEA. It would not only remove the time limits but might also give the Commission authority to impose labor-protection conditions in train-off cases. The Commission has advised the Senate committee that the Case bill should be revised in some respects, but that otherwise it does not oppose its enactment.

• **PENALTY PER DIEM BILLS** will be before the same Senate committee's subcommittee on freight car shortage next week. These bills would carry out ICC recommendations that it be empowered to raise the per diem rate to expedite freight car movements, or that it be authorized to consider earning power of freight cars in fixing the rental charge. They are opposed by the railroads.

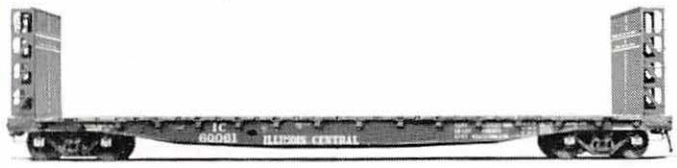
• **EVEN MORE CONTROVERSIAL** are the so-called common-ownership bills, and the surface transportation subcommittee has scheduled them for hearing later this month. One of them would thwart the railroad industry in its drive for authority to go in for diversification or "one-package" transportation service.

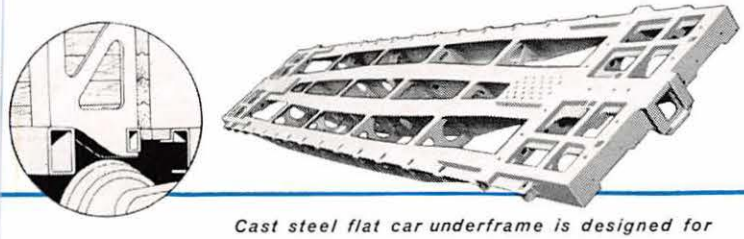
**SPONSOR** of that prohibition bill is the subcommittee's chairman, Senator Smathers of Florida. His bill, S.452, would prohibit issuance to a carrier of authority to operate another mode of transportation. Before the subcommittee also will be other bills to permit diversification by carriers. Vigorous opposition to any such legislation has been registered by railroad competitors, and it is also opposed by RLEA.

*. . . where railroad progress is cast in steel*



*General Steel one-piece cast steel underframes and interlocking end bulkheads for flat cars provide the advantages of two cars in one. The ease of converting flat cars for bulkhead service has proved highly profitable to many progressive railroads.*





*Cast steel flat car underframe is designed for quick, low cost application of upright ends.*

More and more shippers are demanding bulkhead equipment! Flat cars with General Steel one-piece underframes are easily converted to bulkhead cars by the application of cast steel upright ends. In all General Steel underframes, the metal is properly distributed where it is needed for strength, and the *extra* strength required for use with end bulkheads is provided as a built-in advantage. The cast steel end posts are easy to apply, permit maximum loading space.

General Steel flat car underframes assure longest life, lowest maintenance costs and greatest availability of equipment. They're your best investment, by far.

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# Current Railroad Questions

**Readers comment on our recent car-service quiz:**

## How Would You Load Cars to Cut Empty Miles?

To The Question & Answer Editor:

In connection with the recent quiz about routing of cars to home roads or close thereto, I have one question. In your solution, you show the CASO car as being "Home" at Evansville, Indiana. According to the "Home Roads" section of the Official Railway Equipment Reigster dated April, 1959, a car bearing the initials CASO must be either on CASO or Michigan Central trackage before it can be considered on the home road. Since Evansville is not on either road, it was my assumption that the car was therefore not at home at Evansville. I would appreciate your interpretation of this rule . . . *R. M. Montbriand, 1210 31½ Street South, Fargo, N.D.*

Dear Mr. Montbriand:

Acknowledging your inquiry as to CASO cars in connection with the recent quiz: Admittedly, the status of this ownership is somewhat different from that of the general run of box cars. For this reason it was included in the quiz.

What the home roads section of the RER says, in effect, is that none of the NYC system roads other than the MC will accept a CASO car empty as home. In this case, however, the NYC had a road haul on the load from Marion, Ohio to Evansville and consequently could not return the car to anyone, as it is a NYC system car.

To confirm our thinking on this point, we asked the Car Service Division of the AAR for its opinion. I quote from the reply:

"The car was loaded into Evansville via Erie-NYC, therefore enjoyed a line haul on the NYC, and inasmuch as the car is one of their system lines ownership, they have no right under the Car Service Rules to return same to Erie Railroad. The NYC have reserved the right to return Canada Southern cars to their connections when such cars are received by the NYC only in switch service. They have also indicated to us that Canada Southern cars are in the same category insofar as their system lines are concerned as the P&LE and PMcK&Y."

We hope this clears the apparent confusion . . . *G.C. Randall*

To The Question & Answer Editor:

I am attaching herewith my answer to your problem . . . I must admit that I thoroughly enjoyed working the problem although it meant talking to myself quite frequently. I hope to see more of these problems. Considering the work involved in tracing the cars to the various roads involved, and knowing where these roads operate, I feel that I have gained an education which will be helpful in my future work . . . *H.M. Schneider, DL&W.*

To The Question & Answer Editor:

The problem was interesting. I will look forward to another. Our conferences in traffic educational committee studies have often brought up the subject of stating [destinations] to the railroad car clerk when ordering cars . . . so that care can be used to home lines to cut mileage expense. As you perhaps are aware, clerks do not at all times ask the question. Likewise, the traffic manager fails to furnish the information. Rail lines should instruct their local agents to have car clerks always ascertain the destination of the car . . . *Lionel C. Wolfe, executive secretary, Traffic Managers Conference of Southern California.*

**Conducted by George C. Randall,** district manager, Car Service Division, retired, this column is a forum for questions railroaders are discussing today. We invite both questions and answers from all levels of responsibility. We'll pay $10 to any reader submitting a *question* we use.

**How Would You Load Cars to Cut Empty Miles?** Our car service quiz in the February 23 issue raised a question of interest to many readers. Because it involved an unusual situation, of the sort these quizzes are intended to bring out, we're publishing some letters it elicited.

**What is the Best Way to Use Impact Recorders?** Our discussion of this subject began in the issue of March 23. We'll have more comments later.

Questions scheduled for future issues include one we've discussed at length, **(Why Are Rail Joints Staggered at Mid-Points of Rails?)** and several that will be appearing for the first time. Let's have your opinions on these.

**Will a Point System Measure Rip Tracks Better?** The car foreman who asked this thinks a point system will help railroads determine if they are recovering their expenses through AAR repairs.

**Do Intermediate Shippers Gain From Through Blocking?** Our correspondent here was concerned that shippers served by intermediate yards not regular points of call for through freights might get less frequent service . . . *G.C.R.*

## What Is the Best Way to Use Impact Recorders?

Q. Do you get the best results from impact recorders by using them on a regular schedule or on a spot check basis?

A. "Spot check basis."

Q. Should impact recorders be used particularly in connection with loadings likely to be damaged by high impact?

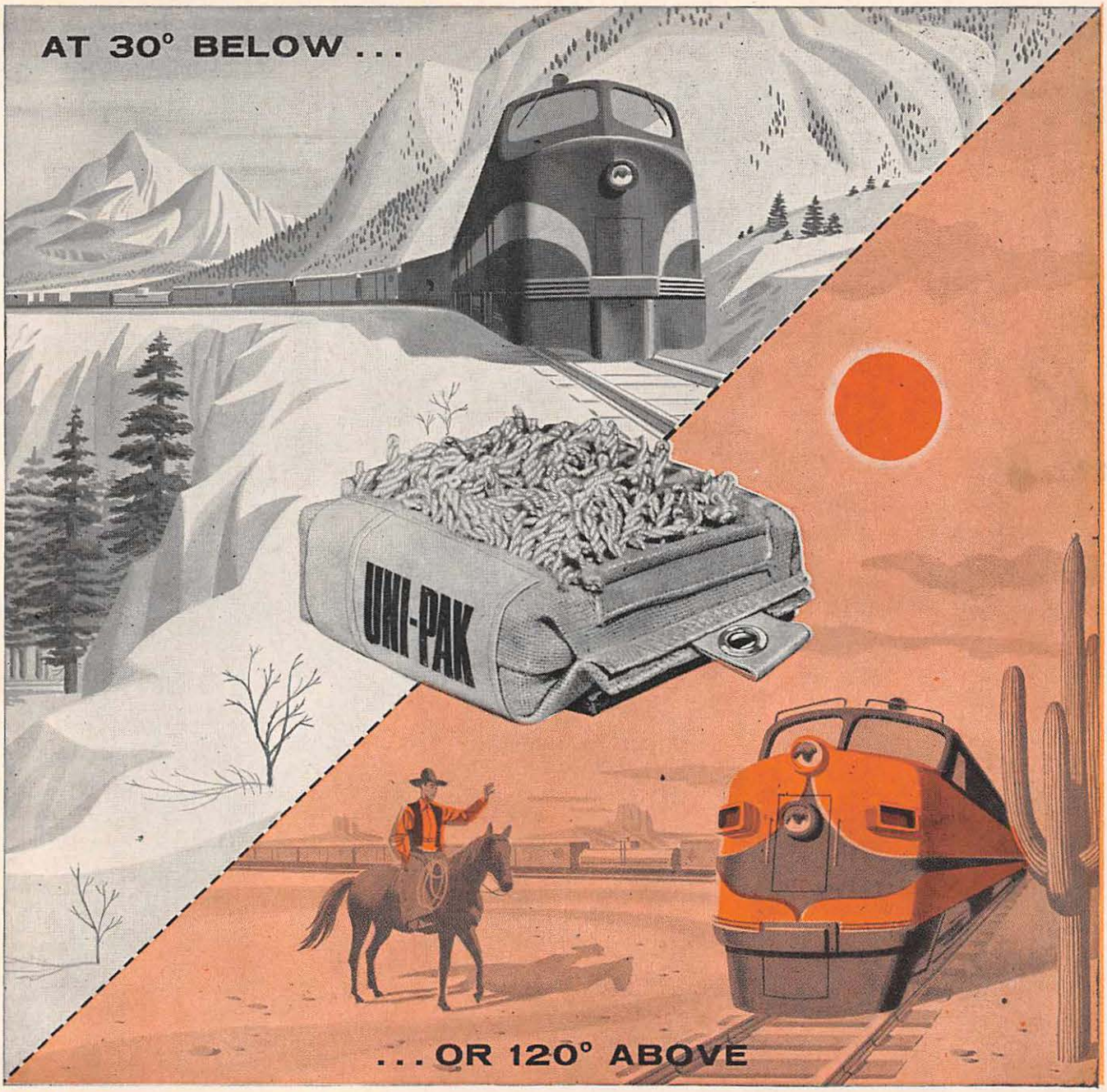
A. "Should be used on miscellaneous shipments and spot checks made."

Q. Should yard crews have advance notice that impact recorders are being used?

A. "Only for demonstration."

Q. Should—and can—data from impact recorders be used as the basis of disciplinary charges?

A. "No, but it will be a guide to the trouble spots."—*J. N. Broetzman, general manager, Seaboard Air Line.*

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UNI-PAK's foam-type neoprene core drinks up oil in large volumes, and retains it for steady delivery up through oil-thirsty wicking yarns to the entire journal surface. What's more, compact, rugged construction gives Uni-Pak the dependable stability to stand up to "toughest" cold or hot weather—and keep on doing its job, *superbly*.

Routine checkup of UNI-PAK lubricators following the recent "tough" 1958-1959 winter season revealed remarkable stability, high oil retention, and "bounce-back" resiliency—assuring constant flow of oil to journal surface.

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# COLLECTOR'S ITEM

**VALUE: $288,000,000**

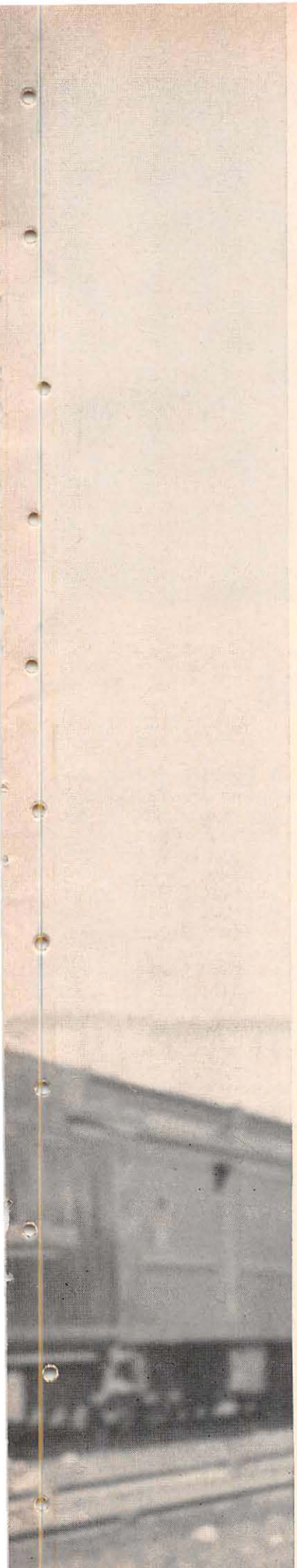
THIS is the "Four Aces". And like all steamers, it commands a special spot in the hearts of railroaders. But this particular locomotive is something extra special. It fired up an idea that can save the railroads at least $288,000,000 a year in operating and maintenance costs.

The "Four Aces" was the first locomotive in America completely equipped with roller bearings . . . Timken® tapered roller bearings. It was built by the American Locomotive Company at Schenectady in 1929. It proved that tapered roller bearings could take the load . . . run at high speeds without hot boxes.

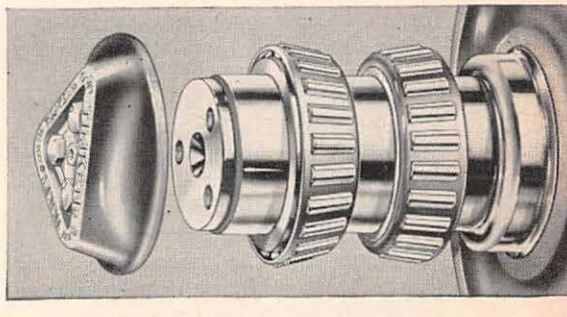
This pioneering step paved the way for "Roller Freight". It's an example of how the Timken Company has worked with the railroad industry over the years.

Now we're reaffirming our partnership with the railroads. We built a special plant that uses revolutionary methods to produce freight car roller bearings—up to 20,000 car sets a year. This unique plant is designed to help the railroads go "Roller Freight" on a planned basis—make it possible to go "Roller Freight" at minimum cost.

Today 82 railroads and other car owners have more than 36,000 cars on Timken bearings. When all freight is "Roller Freight", the railroads will save that $288,000,000 yearly. Why not talk to your railroad friends about this planned conversion? Let your new railroad roller bearing plant help you start your savings now. The Timken Roller Bearing Company, Canton 6, Ohio. Cable address: "TIMROSCO". Makers of Tapered Roller Bearings, Fine Alloy Steels and Removable Rock Bits.



*The "Four Aces", 2626, when it was on the Northern Pacific.*



**BETTER-NESS rolls on**

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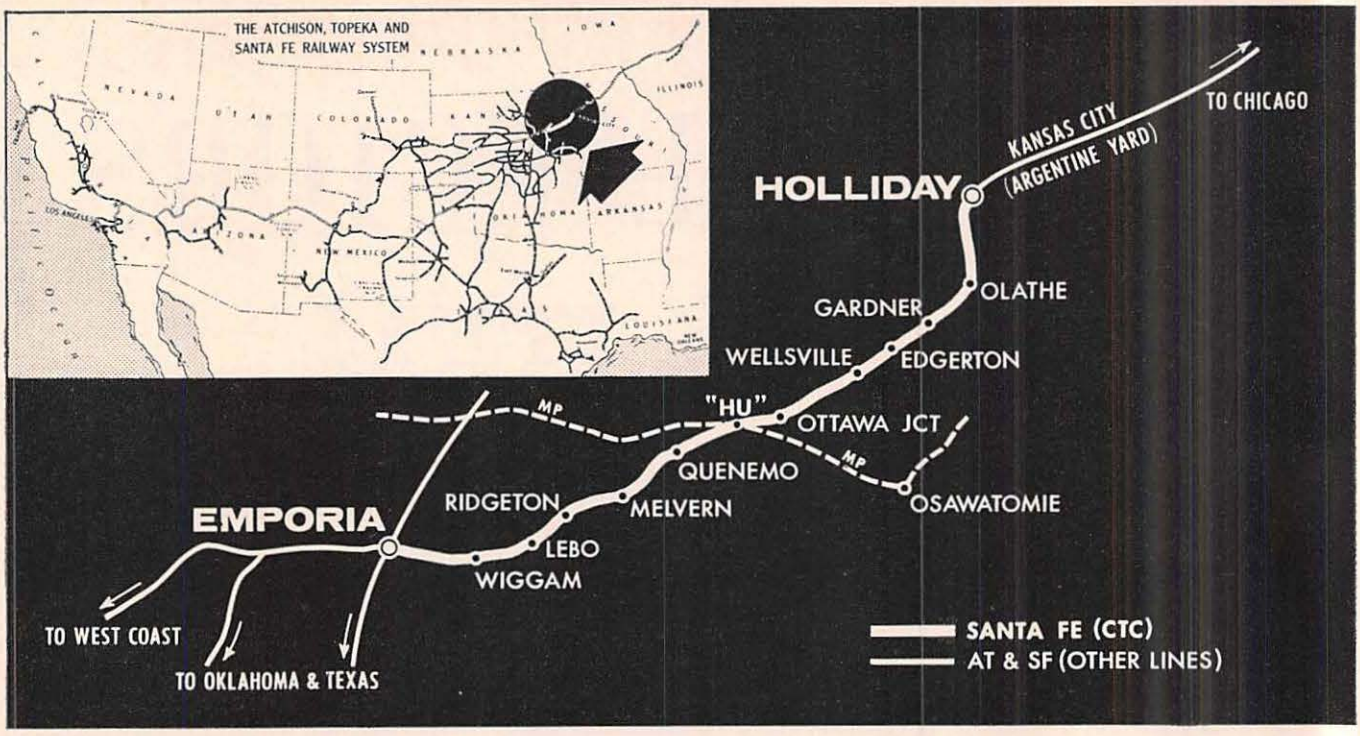



# Santa Fe Cuts Traffic Jams

The Santa Fe has minimized the possibility of traffic jams on its busy 98 miles of track between Holliday and Emporia, Kan.

To handle the heavy traffic on the line—27 passenger trains and 27 freight trains a day, plus extras in fruit and grain seasons— the Santa Fe has installed bi-directional 2-track CTC with high speed turnouts and quick release of electric locks on hand-throw switches.

The CTC system has eliminated need for the locally controlled interlockings in the area, with a consequent saving in wages.

The double track layout previously had automatic block signaling for unidirectional running. Freight trains had to take siding and wait for passenger trains while the other main track lay idle. Also, the siding length was not adequate for the increasing train length. Now, with strategically located crossovers, all trains keep moving.

One example of the resulting better on-time freight train performance westbound is No. 91. Due to leave Kansas City at 11 p.m., No. 91 had to clear for three, sometimes four, first-class trains. Train orders frequently could not be delivered in time to advance it between the others. Idle sections of the other main could not be efficiently employed to keep No. 91 moving. As a result, it lost one to two hours getting out of the way of passenger trains of the same direction. Now, No. 91 usually keeps moving all the way to Emporia. Similarly, other freight trains are being handled with improved on-time performance.

Previously existing No. 14 crossovers were converted to No. 20, and No. 24 crossovers were installed at three locations. The latter will allow movements to be made at 50 mph, saving considerable time and fuel.

All the spurs to an on-line Navy depot lead off the "north" main and require much switching. While through trains of both directions use the "south" main, switching continues unimpeded by having to get into the clear.

Quick release of electric locks has been provided. Switches off the main require the dispatcher to first operate a lever. Those off the track-circuited sidings require only phone permission. If the track to be entered is unoccupied, and signals controlling that block are at stop, with the lock relays picked up or switches set for a diverging route, the unlock is obtained as soon as the padlock is removed.

An unusual feature at one location is the use of "helper" signals. The home signals for a set of frequently used crossovers are just at the end of an "S" curve. The "helper" signals are about 1,800 ft in approach to the home signal. A train accepting an approach indication and preparing to stop, can have advance information that the home signal has since been cleared, so the engineer can resume normal speed.

At a crossing with the Missouri Pacific west of Ottawa, the old electromechanical interlocking was replaced by an automatic plant. The plant is automatic insofar as the MP is concerned, with approach clearing of the home signals. The Santa Fe's home signals will clear only if the dispatcher has lined them up and an AT&SF train is on the approach circuit. The Santa Fe dispatcher is thus prevented from preclearing the home signals for his own road and blocking an MP train. Arrangements have been made for alternate movements over the crossing to prevent either road from fleeting trains ahead of the other.

The switch levers of the control machine have a special Santa Fe feature. The levers are the push-turn type, with the push action serving to start the code. This eliminates need for a separate action to push the code starting button.

The signals are controlled by conventional miniature levers. The levers for signals on the north track have black identification plates. Those for the south track have white plates. Lamps on the diagram indicate the established traffic direction as well as track occupancy.

# Superintendents Want Changes

► **The Story at a Glance: If the aim of a convention is to stimulate thinking, then the annual get together of the American Association of Railroad Superintendents should be a Class I success. Among the items up for discussion, as the association's three-day meeting gets under way this week in Chicago, are:**

- **A strong recommendation for increased activity in training and development of tomorrow's railroad managers.**
- **An equally strong plea for better service for the shipper—even if better service costs more.**
- **An analysis of the superintendent's role in working out coordination of facilities between railroads.**

Railroad superintendents aren't satisfied that all's right with the industry.

One group in particular—the committee headed by Santa Fe Trainmaster J. W. Barriger—aims to promote interest in management development. Another committee—led by G. S. Allen, superintendent of transportation, Western Pacific—is urging the carriers to pay a little less attention to the operating ratio, a lot more to giving satisfactory service. A third group—headed by K. E. Miller, general superintendent of transportation, Delaware & Hudson—is playing up the role of the superintendent in streamlining railroad plant and operations through coordination. Here are some highlights from the committee reports to this week's annual meeting:

Mr. Barriger's committee doesn't mince words, despite the controversial nature of its subject matter. Development of superior railroad managers, the report declares, "is perhaps more important than any other management function, because upon it depends the future course of the industry."

In the past, the committee notes, railroaders learned almost wholly by experience—"but the increasing complexity of railroad problems, plus the difficult competitive, financial and political situations that now confront the industry, make us question the adequacy of this undirected and haphazard method."

The report spotlights the need for advance planning in preparing men to take over key positions. Too often, the committee contends, no attention is given the problem until the need is imminent—and then "it is necessary to make the best bargain possible, and a selection is made . . . on the basis of the smallest number of compromises which can be managed."

Talent from the outside, the group points out, "can be brought into a railroad organization at any level." From one standpoint, this procedure is a confession of the company's own failure to develop replacements. But new blood does have its advantages. Among them is "the realization by personnel on the property that they must prepare themselves well for future promotion, that it is not automatic with the passage of time."

On some controversial points, the committee concedes, it couldn't reach unanimous agreement. Convention discussion will be welcomed on such topics as:

- Evaluation of present training-development methods.
- Sources of talent—from the ranks or from the outside?
- Participation in off-job training courses.
- Training in other departments than the one in which the candidate will normally work.

"Paradoxical as it may appear," Mr. Allen's committee says, "the inherent advantage of the rolling wheel on a steel rail in producing low transportation costs works in opposition to the use of railroads as an attractive means of transportation in the fast pace of modern business.

"Relentless pressures to lessen costs for the improvement of operating and transportation ratios exert influences as strong as the ocean tides against providing railroad freight service that is wholly satisfactory to railroad customers."

The overriding need today, the committee contends, is to keep cars moving. This may mean shorter trains and higher costs. But, the committee declares, these are "penalties that must be faced if railroads are to hold traffic . . . Maximum tonnage trains for manufactured goods are just not in keeping with what the public will stand for today."

Basically, the committee is concerned not so much with speed as with dependability of service. And dependability doesn't fit into a hold-for-tonnage philosophy.

The group has a series of suggestions for decreasing transit time for rush freight:

- Consolidate small yards into fewer, more efficient ones. Preclassify symbol trains to bypass as many yards as possible.
- Lengthen crew runs.
- Power trains for a lengthened run or use helpers, rather than changing engines at short intervals in accordance with profile.
- Schedule switching to connect with particular road-haul train departures and arrivals with minimum delay.
- Coordinate schedules between roads at interchange points.
- Continue exploring the potential of electronics and data processing equipment to improve reliability and speed of road and yard performance.

The report makes a clear distinction between bulk freight at low rates and perishable traffic or manufactured products moving at higher rates. The committee points out: "Undeniably, freight rates bear importantly upon transportation of perishable traffic, grains, manufactured and semi-manufactured goods by rail. However, there is more margin between the rates and the costs in these categories of potential traffic, and rail costs can be increased . . . provided dependable rail service is given that keeps cars moving without delays."

With more and more rail mergers under study, with pressures for coordination of facilities increasing, the superintendents have given searching study to their role in such moves. It boils down to two functions: initiating and accomplishing.

The superintendent should know his division and its operating conditions better than any other man. It follows that he should be aware of costly and inefficient duplications of effort between his road and a neighboring carrier. Thus, he is in position to launch the study of possible coordination benefits.

Whether the study is made by railroad forces or by outside consultants, the committee points out, "the actual groundwork necessary to accomplish the final result will eventually rest with the superintendent and his staff."

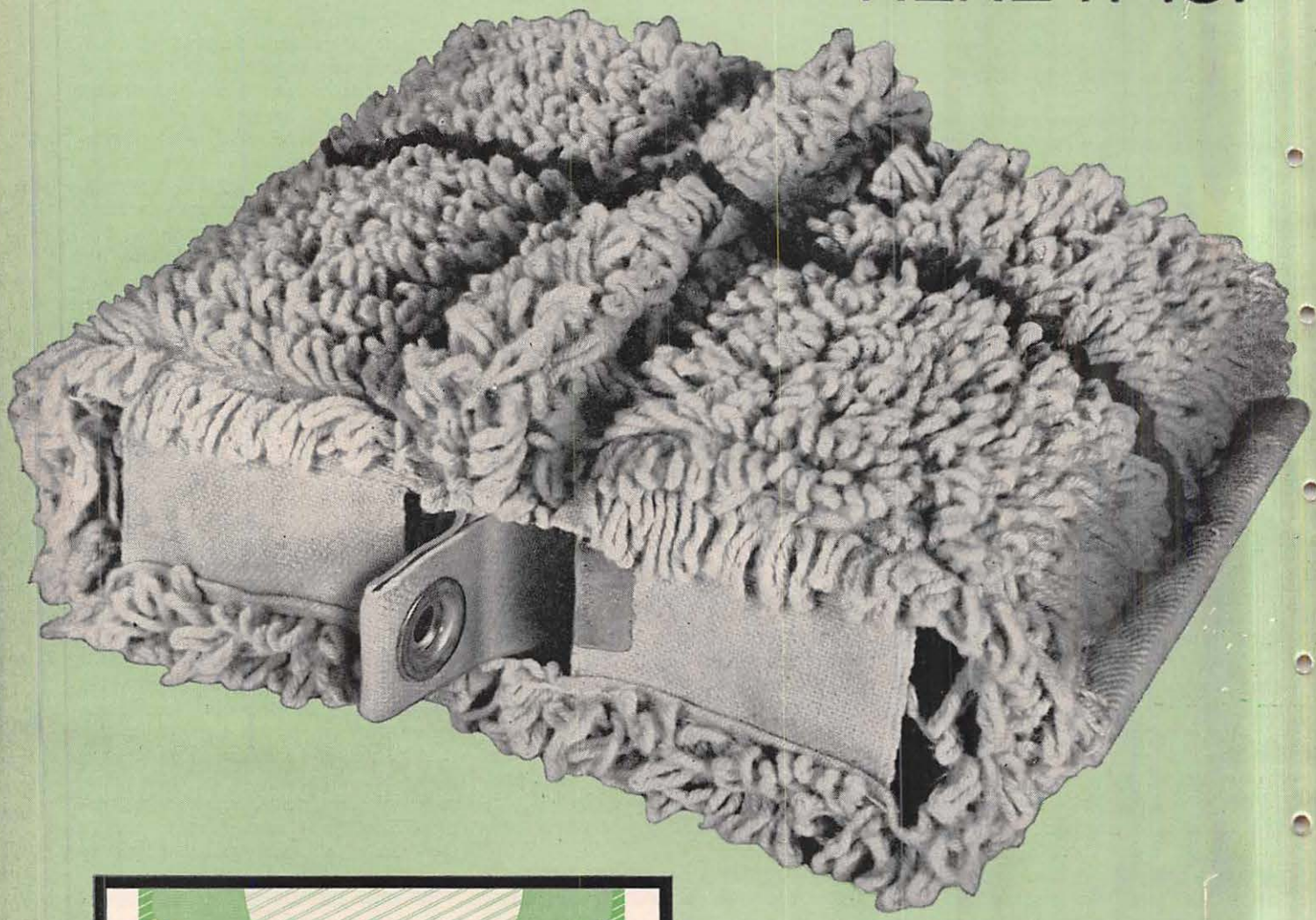
Once top management has reached a decision, it's usually up to the superintendents of the railroads involved to carry out the actual physical coordination. This requires follow through to make sure the coordinated operation performs as it's expected to.

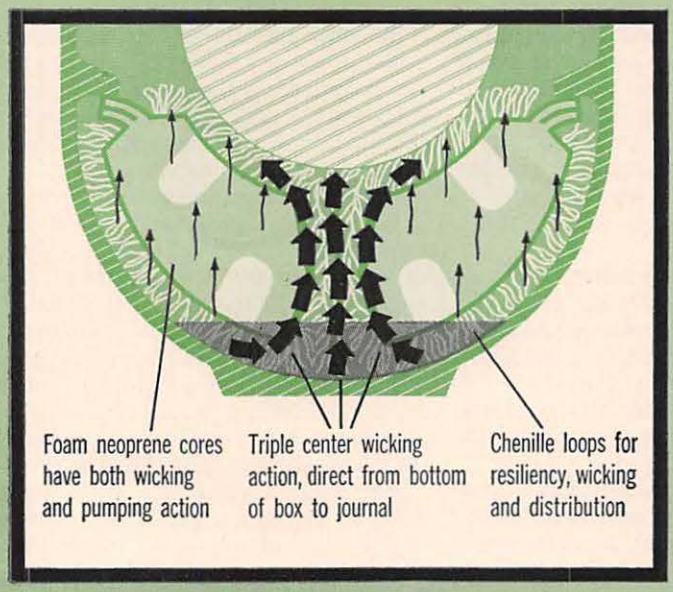
The job takes comprehensive studies in the beginning, a detailed master plan for the changeover—and a superintendent who can plan for tomorrow.

Mr. Miller's committee proposes a study of the advantages of lengthening engine runs, even running power over more than one road. Other suggestions: coordinate or consolidate port and harbor facilities, locomotive and car shops, accounting functions, store-

*(Continued on page 20)*

# HERE IT IS:




Foam neoprene cores have both wicking and pumping action
Triple center wicking action, direct from bottom of box to journal
Chenille loops for resiliency, wicking and distribution

*Triple center wicking action feeds an abundant supply of oil to the journal by the most direct path. More oil flows up through the neoprene cores and still more wicks up through the fabric panels, assuring complete saturation of the chenille cover at all times.*

A.A.R. Approved for Limited Interchange Service

# American Brake Shoe's new ABSCO lubricating pad... with the best of everything!

The Absco journal lubricating pad is the first and only pad to be engineered and produced with *all* the advantages and characteristics that critical railroad men prefer! Check off this impressive combination of features—combined for the first time in the simple, economical Absco pad:

**Dimensional accuracy.** All parts precisely cut and assembled. Materials pre-shrunk to maintain accurate size, even after renovation.

**Strong pull-out strap.** Withstands tremendous pull! Double thickness is triple sewn throughout center section, with a brass grommet through double thickness at each end.

**Positive wicking action.** Special twisted loop chenilling distributes steady flow of oil over entire journal. Specially engineered center section provides additional path for direct wicking action at shortest distance between free oil and journal. Foam neoprene cores provide further wicking capacity.

**Identification.** Simple stamped brass tag.

**Interchangeability.** Absco pads fit standard A.A.R. journal boxes. No modifications necessary.

**Ease of application.** Easily installed. No tools required. Reversible side to side, top to bottom, end for end.

**Stability.** Sturdy fabric retainers resist shifting, even at low temperatures.

**Resilience.** Foam neoprene cores, specially compounded for high resilience with great resistance to set. The compressible chenille loops add to overall resilience.

**Ease of renovation.** Built to withstand roughest cleaning methods. No delicate or heavy metal parts to break or tear loose.

**Long life.** Accelerated life tests indicate durability far in excess of the present renovation interval, even under extreme service conditions.

**Non-linting.** Thoroughly washed and pre-shrunken cotton wicking material was especially selected for its non-linting characteristics.

**One piece.** No separate pieces or retainers.

**Minimum metal.** The only metal parts are the two brass grommets and the brass identifying tag.

**Oil retention.** Our tests show fully soaked pads retain approximately 2,000 grams of oil after 3 hours draining.

**Ruggedness.** Built to take the toughest treatment—during installation, operation, removal, and renovation. Nylon stitching throughout.

This impressive combination of features and advantages is exclusive with the Absco lubricating pad.

RAILROAD PRODUCTS DIVISION
530 Fifth Avenue, New York 36, New York

AMERICAN Brake Shoe COMPANY

## SUPERINTENDENTS WANT CHANGES (*Continued from page 17*)

houses, M/W and work train equipment, wrecking equipment, commissary services.

In general, the committee finds that "the potential savings from a coordinated yard operation between railroads probably hold more promise than any other type of coordination."

Yards, the report declares, are the exception to the general rule that railroad facilities were and are over-built. Moreover, "in all too many cases, the expansion and technological development of yard facilities have lagged far behind the overall railroad development . . . Many a railroad which has modern motive power, a good right-of-way, up-to-date traffic control and signaling systems and efficient operating practices is greatly hampered by yard anachronisms dating back to the late 19th century." Coordination can be the answer—particularly where conditions don't permit improvements on an individual road basis.

The committee's report also suggests three bases for determining capacity of facilities:

- Most efficient operating capacity —the point at which a road utilizes capacity to the utmost without sacrificing any service commitments or incurring any increase in operating costs.
- Maximum operating capacity— the point at which no further traffic can be handled unless service objectives are abandoned.
- Optimum operating capacity— the point somewhere between most efficient and maximum capacity where the facilities are being utilized to best advantage. Optimum capacity may be determined by yard or main line capacity, by loading or unloading facilities, by availability of equipment or manpower. Considering a division as an integrated unit, optimum capacity could be defined as "the point at which the most restrictive key facility . . . is being utilized at a level where capacity and efficiency are in equilibrium."

Three other committees will also file detailed reports with the convention:

- A finding that increased use of work standards in the operating department "will result in more efficient and less speculative operation . . . and, in addition, will allow better planning and cost controls, improve morale and give a positive measure of production." The committee is headed by E. A. Temple, vice president-operations, Ashley, Drew & Northern.
- A recommendation that superintendents thoroughly appraise current practices in rules instruction. The committee chairman: A. J. Powell, chief rules examiner, New Haven.
- An outline of the superintendent's role in producing successful legislation and community relations, by a committee headed by E. C. Harvey, general superintendent, Belt Railway of Chicago.

## Railroading After Hours with Jim Lyne

**BEST BALLAST, SLAG?**—From Salt Lake, a railroader who knows a lot about the subject, has this to say about ballast:

"I've had experience with engine cinders, gravel, volcanic cinders, precious metals' smelter slag and crushed rock. Of all these, smelter slag gets my preference by a wide margin. It puts up track that will stay in line and surface with minimum maintenance. It stays good-riding track far longer than with any other type of ballast I know of.

"Engine cinders are a thing of the past, now. But they made excellent ballast for medium-speed lines. With cinders, a small track force could keep a smooth-riding track on secondary lines. If well drained, it was good ballast for yard tracks and switching lines—good footing for yardmen in getting on and off of cars."

**PIONEER DIESELS**—On the subject of diesel locomotive pioneering—CPR President Norris Crump has sent me a clipping from the Montreal Gazette of May 31, 1952, which records a meeting by Mr. Crump with the late Dr. George Lomonosoff—then a resident of Montreal. Back in 1936-37, when Mr. Crump was engine-house foreman at Moose Jaw, he was working on a thesis on diesel power which was to win him an M.E. degree at Purdue. He had become acquainted with Dr. Lomonosoff's early work on diesels and was pleasantly surprised, in 1952, to find Dr. L. living in Montreal.

Dr. L., working for the Russian railways, got a diesel locomotive to going, in Germany, as early as 1924; and this locomotive and another with mechanical transmission (also built in Germany) went into operation in 1925-26 on a line in the Caspian sea area. Dr. Lomonosoff left Russia in 1927, and spent his later years in Montreal where his son (also since deceased) was an engineer for the Montreal Locomotive Works.

**FLAT RATE CONTAINERS**—I see where an overnight door - to - door container service has been established by the British railways, between London and Glasgow, 400 miles. The set-up, called Condor, uses special equipment—a train of 27 flat cars, each of which accommodates one container of 300 cu. ft. and another of 700 cu. ft. The charge is $45.60 for the smaller box and $51.30 for the larger, regardless of contents—but no container may contain a load of more than 4 long tons. The charges include collection and delivery. (Thanks to J. W. Vigrass of Cleveland for calling this service to my attention—the details I've gleaned from the "Railway Gazette" of London.)

**SWELL OLD BOY**—I've noticed that some of the traffic club publications go in for rather robust humor. For example, in the May issue of the monthly issued by the Jacksonville Traffic Club there are some anecdotes of the kind telegraphers are popularly said to swap with each other on the graveyard trick, when regular traffic is light.

One of the milder ones had to do with a new chief executive. A well-wisher told him he had a tough job to fill—his predecessor having been generally known as the "Grand Old Man." "They have a flattering nickname for me, too," said the new boss. "It is 'Swell Old Boy'—only some of them abbreviate it down to the initials."

# Coordination: The Pace Quickens

► **The Story at a Glance: Transport coordination is the coming thing. The timing and the method are the major problems to be whipped.**

**Spokesmen for two segments of the industry—the motor carriers and the barge lines—last week noted a quickening pace in coordination efforts. They warned of roadblocks still to be cleared. But they also seemed confident that near-future prospects for increased coordination are bright.**

J. Robert Cooper, president of American Trucking Associations, and A. C. Ingersoll, Jr., president of Federal Barge Lines, are both looking to coordinated service as the industry's best bet for keeping pace with the nation's development.

Mr. Cooper told a Transportation Association of America institute in St. Louis that "we are are on the verge of far more widespread coordination between independent railroads and trucks than ever before in our joint history." Inter-mode tensions, he said, "are subsiding swiftly."

ATA's president conceded that a sharp difference of opinion exists as to the underlying policy for coordination. But he added: "This difference is not necessarily a complete contradiction of philosophies." Common carrier truckers and railroads, he noted, are now working together on joint rate and service arrangements.

The great outward expansion of population and industry, Mr. Cooper declared, will continue to produce changes in transport patterns. Directly ahead and "already in its infancy," he said, "is a coordination of modes of transportation designed to meet the situation."

The great task, as the ATA president views it, is to bring flexibility to all carriers which are now tied to fixed installations. This flexibility, he emphasized, must lie in coordination of rigid or semi-rigid modes with truck service.

Mr. Cooper reaffirmed the trucking industry's opposition to railroad ownership of motor common carriers—on the basis that such ownership could produce a "reasonably effective" monopoly situation within the common carrier field.

Mr. Ingersoll viewed coordination as a possible step on the way to integration.

"It has been said," he pointed out, "that integration of the different forms of transportation under common ownership will come as a matter of course and without any significant controversy after the different modes have learned to freely coordinate their services without prejudice under separate ownership." He noted four ways to speed the progress toward coordination and eventual integration:

- Conduct more academic research into the relative fitness and efficiency of different modes, to give the carriers better yardsticks for measuring each other's relative capabilities.
- Promote better mutual understanding, perhaps through inter-mode Bulwinkle rate conferences established under Section 5 (a) (4).
- Remove the time lag in the coordination statutes, perhaps by requiring coordinated service to be established simultaneously with the establishment of service by one mode alone.
- Give more weight to the coordination provision in the national transportation policy.

Turning from the future to the present, Mr. Ingersoll chided the railroads on the competitive rate-making front.

"If the railroad practice of making rates lower than necessary to meet water competition while maintaining a higher level of rates elsewhere is condoned and the practice of maintaining penalty rates to and from the ports is encouraged," he warned, "then industry has no choice but to move to the water's edge en masse, leaving a desert in the interior and no traffic on the waters."

C. M. Roddewig, president of the Association of Western Railways, also touched on the relationships between carriers—particularly in light of the growth of private carriage.

He warned that today the private and unregulated carriers are "in the driver's seat."

"Should we not keep in mind what is happening while we battle each other over what the level of rates should be —that the private and unregulated carriers are taking business from us in ever-increasing volume?"

# Locomotive and Car Men to Meet

AAR standards and procedures for cars and locomotives will be reported on and discussed June 23-25 at Chicago. Convening at the Hotel Sherman, the annual meetings of the AAR Mechanical Division and the Electrical Section, Mechanical and Engineering Divisions, will be opened at a joint session with addresses by E. S. Marsh, president and chief executive officer, AT&SF, and R. G. May, vice-president, AAR Operations and Maintenance Department.

Chairman S. M. Houston, general superintendent, Mechanical Department, SP, will preside at all sessions of the Mechanical Division. On Tuesday, June 23, reports of the General Committee and of Mechanical Research will be followed by those on Locomotives, Lubricants and Fuels for Diesels, Axles, Geared Hand Brakes, Specifications for Materials, and Safety Appliances.

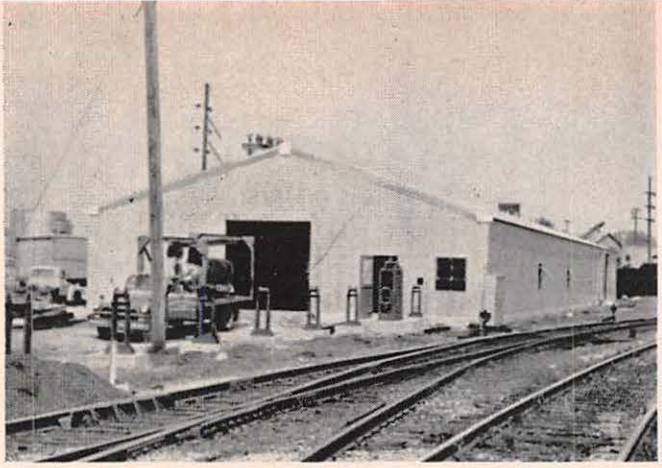
Addresses by J. W. Corbett, vice-president, Operations, SP, and W. M. Keller, vice-president, AAR Research Department, will open the meeting on June 24. Committee reports will be presented on Arbitration, Prices for Labor and Materials, Car Construction, Loading Rules, Forest Products Loading, Brakes and Brake Equipment, Couplers and Draft Gears.

Chairman Howard G. Freas, of the ICC will address the meeting on June 25. Committee reports to be discussed are: Wheels, Tank Cars, Journal Roller Bearings, and Lubrication of Cars and Locomotives.

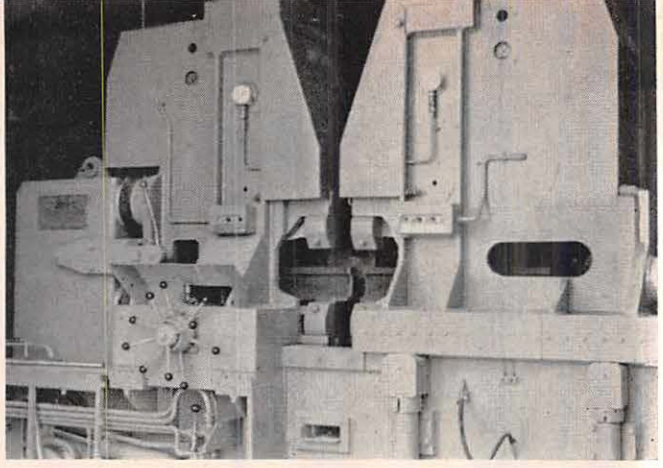
At the Electrical Section sessions Chairman H. P. Wright, electrical engineer, B&O, will preside. Following the joint session on June 23 the section will hear reports of representatives to the Mechanical Division on Passenger Car Specifications and Locomotives and of representatives to the ASA, ASTM and the Land Transportation Committee, AIEE, and the NESA. Committee reports to be presented are: Car Electrical Equipment, Air Conditioning and Refrigeration.

F. B. Rykoskey, general superintendent motive power and equipment, B&O, will address the meeting on June 24. A continuation of the report on Air Conditioning and Refrigeration will be followed by reports on Motors and Controls, Illumination, Welding and Cutting, Automotive and Electric Rolling Stock, Power Supply and on Wire Cable and Insulating Materials, Electric Heating, and Electric and Diesel-Electric Facilities and Procedures. L. R. Morgan, assistant research engineer—structures, AAR, will speak on Practical Applications of Infra-Red Heating to Railroad Buildings.

During the last day, June 25, reports will be presented on Railway Electrification, Safety, Relations with Public Utilities, Applications of Radio and Communication Systems to Rolling Stock and Wiring Diagrams and Symbols.



THIS BUILDING houses the welding, grinding and inspection equipment and other facilities.



WELDING MACHINE, which produces butt welds by the electric-flash process, was made in Scotland.

# Matisa Opens Rail-Weld Shop

The first string of continuous welded rail to be commercially welded in North America at a fixed-plant location came off the production line about the middle of May.

It was a continuous length, ¼ mile long, of 119-lb CF&I rail for the Chicago, Rock Island & Pacific. The rail was welded in a new plant at Summit, Ill., in the Chicago Switching District. The plant was built and will be operated by Matisa Railweld, Inc., an affiliate of the Matisa Equipment Corporation.

Up to now, any railroad wanting continuous welded rail could lease welding equipment, buy the equipment outright, or make special arrangements with another railroad which has such equipment available. With the opening of the new plant at Summit, another option is available—that of having rail welded on a cost-per-weld basis at a commercial fixed plant which can serve various roads.

This is the way it works:

The railroad ships its rail to the plant at Summit. The plant welds the rail into the specified lengths and loads them onto special flat cars furnished by the road. The loaded cars are switched from the plant by the Indiana Harbor Belt to the owning road's connection within the Switching District. There is said to be no difficulty about interchange, because the rail-owning road will accept its own loaded cars.

"Under our plan," says Robert P. Underwood, vice president and general manager of Matisa Railweld, "the railroad is relieved of responsibilities in connection with labor, supervision and operation."

The Summit plant's facilities include an 800-ft-long incoming rail track, a rail storage area, a line of elevated roller-bearing rollers for handling rail through the production line, an Armco prefabricated building 50 ft wide by 200 ft long, and two loading tracks. The building houses the welding, grinding and inspection equipment, and offices and facilities for employees.

When the customer's rail arrives at the plant, it is removed from the cars by a 15-ton crane. If conditions permit, the rail is transferred directly from the cars to a semi-automatic rail-feeding ramp; otherwise, it is stockpiled until it is to be processed. The ramp is loaded with 40 rails at a time. A man, stationed between the ramp and the building, depresses a push button which causes the ramp to place a rail on the production line. The same man also cleans the rail ends and lightly polishes the ball of the rail where the welding electrodes will soon make contact. The rail is then pushed into the main building toward the welding station.

The welding machine, of the electric-flash type, was furnished by A-I Welders, Ltd., Inverness, Scotland. Originally ordered by the Rock Island, the machine is operated by Matisa Railweld under long-term lease from the railroad. "The entire project," Mr. Underwood points out, "was made possible through the farsighted cooperation of the Rock Island management."

The welder is the latest model manufactured by A-I. It is capable of producing an average of 20 welds per hour, according to the manufacturer. With the plant working three shifts daily, Mr. Underwood estimates the output will range up to approximately 400 welds per day.

Beyond the welding station on the production line there are two grinding stations. The first is ordinarily positioned 39 ft from the welder and from the second grinding station. However, the grinding stations are mounted on flanged wheels and can be moved along a track, embedded in the floor, for handling short rails or 78-ft rails.

At the first grinding station, operated by one man, the upset metal is removed from the underside, edges and top of the rail base, and from the web on both sides. At the second grinding station, upset metal is ground off the sides and top of the ball.

The next operation, inspection of the welds, is performed by a man using a Sonoflux magnetic inspection unit. This man also has a small hand grinder for removing any imperfections left by the grinding stations.

Beyond the inspection station in the building is a winch with a rail grab, for moving the long welded rails out of the building onto the car-loading ramp and onto the cars. It will move the rail 39 ft at each grab.

At a point 100 ft outside the building, the production line diverges into two lines so rails can be loaded on cars standing on either loading track. It is the intention to load the rail on cars in three tiers of 12 rails each. This type of loading will come closest to giving the desired minimum carload rate of 60,000 lb.

"We can weld any rail up to and including the 155-lb section," said Mr. Underwood. Pointing to several high stock piles of new rail, he said: "There are over 70 cars of rail piled there. We already have commitments from the Rock Island, the Pennsylvania and the New York Central. We also expect to have a rail-cropping plant operating by the end of the year. We can then crop and weld usable rail."

Charles W. Plunkett, recently appointed operations manager of Matisa Railweld, supervised construction of the new plant. Parker Hills, Matisa welding engineer for the past four years, will serve as welding superintendent.

# Estoppel Could Save RR Money

Some railroad employees collect damages based on disability claims —then demand reinstatement in jobs they said they were unable to perform. The legal principle of estoppel, it is suggested, might be used to counteract such "miraculous recoveries."

► **The Story at a Glance: The railroad industry could use some medicine of its own to counteract the "miraculous recoveries" of certain allegedly disabled railroad employees.**

**What does a railroad do when an injured employee collects damages based on a disability claim—and then demands reinstatement in a job he said he was no longer able to perform? If the railroad rejects the demand, the employee can go to the National Railroad Adjustment Board. And, often as not, the board sustains the worker's claim.**

**Several remedies are open to the company, according to NRAB carrier members and AAR General Claims Division personnel. They suggest:**

- **Action to remove such cases from NRAB jurisdiction;**
- **Reliance on the doctrine of estoppel when contradictory positions are adopted by the claimant; and**
- **Refusal to apply an NRAB award not based on good law.**

National Railroad Adjustment Board referees are viewing inconsistently a brand of case which some say the NRAB shouldn't view at all.

The legal principle involved is that of estoppel: When a man has obtained relief from an adversary by asserting and offering proof to support one position, he may not later be heard to contradict himself.

The board's concern with estoppel comes as an outgrowth of personal injury suits filed by employees against the carriers. In court, the employee may claim—and introduce medical testimony to back his claim—that an at-work injury has left him disabled and unable to perform his work. By judgment or by settlement, he collects from the carrier. Then he demands reinstatement in his job.

At least one carrier member of the NRAB will contend that board jurisdiction over the typical estoppel case "is as phony as antlers on a switchman."

Despite that opinion, the board has taken jurisdiction in a number of cases. Awards have gone both ways, although the records show that "there is no known federal or state court decision that denies the general estoppel doctrine to this class of cases."

Of some 27 estoppel cases decided by three divisions of the board, claims have been denied in 15; sustained in 12. Thus, according to E. T. Horsley (carrier member, First Division), NRAB handling of such issues doesn't put either side on solid ground—except that: "Those awards denying such claims are alined with ruling case law. Those awards which sustain this kind of claim are completely repugnant to decisions of our federal courts, which . . . [are] the proper forum to handle the job of applying the law to this particular and typical set of facts."

A sustaining award, it's implied, requires a high degree of faith in miracles. When an injured worker seeks reinstatement, Mr. Horsley has noted: "There is no evidence of what induced this miraculous recovery and change in the claimant's physical condition. The only fact or occurrence evident in the record between the date of the trial and the date the claimant sought his return to duty is the receipt of a basketful of dollars. In short, he has just changed his story."

Mr. Horsley's suggested remedy: Application by the carrier for declaratory judgment after an actual controversy over reinstatement has developed. Under present circumstances, he sees the board usurping an extra-legal jurisdiction by considering the law of estoppel applied to facts not concerned with terms of the labor agreement.

"In a word, [the board] has to construe the court's judgment, but it is limited in its legal purpose to an interpretation of collectively bargained agreements."

Thus far, the proposal to remove estoppel cases from NRAB jurisdiction has been made by board members—but not by the carriers themselves. Doubt remains as to the proper remedy.

Another suggestion would have a railroad refuse to apply an award not based on good law. If a carrier gets a board ruling opposed to ruling case law, one observer contends, the carrier should refuse to place the award in effect. The employee and his union would then have to go to court if they wanted to press the issue. As Mr. Horsley points out, the courts have consistently upheld the estoppel principle.

As yet, however, the declaratory judgment approach and the refusal to apply an award in this kind of case are both untested. But the AAR General Claims Division is continuing its efforts to focus attention on the problem.

Most recently, C. M. Roddewig, president of the Association of Western Railways, touched on the situation as related to "the excessive cost of personal injury claims." Employee injuries, he pointed out, have been reduced by 54% since 1941 and injuries to all persons have been cut by 46%—but the cost of claims has jumped from $29,000,000 to more than $100,000,000.

An exhaustive study made by the railroads, he continued, showed that "among factors responsible for the disparity between what such injuries are costing today and what they should be costing us, distortions in medical reports and testimony played a prominent part."

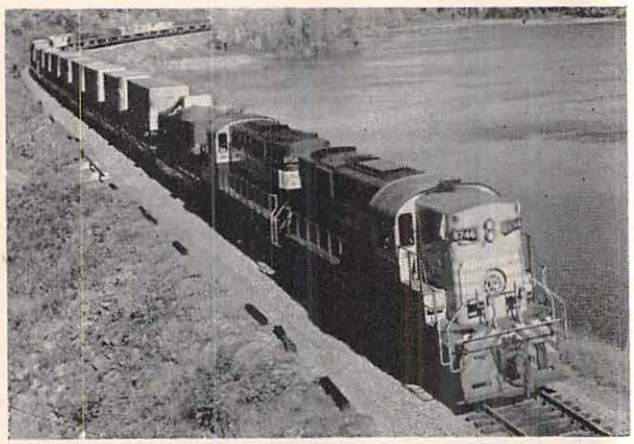
Mr. Roddewig cited a case in federal district court in Chicago, in which a railroad employee alleged total inability to perform his work and had two doctors to support his claim. "The doctors testified the man could not resume gainful occupation because his condition was of a permanent nature. Before the case went to the jury, it was settled for $7,000. Just the other day we learned this former employee had applied for work as a laborer in a local industry."

One possible solution: use of the impartial medical testimony plan now operating in New York, Philadelphia, Baltimore and Los Angeles, to eliminate divergent medical reports.

So it goes. Until the medical-legal aspects of such cases can be straightened out, railroads must continue to take the chance of contradictory rulings. Estoppel cases, one observer conceded, don't occur every day—but when they do, they're trouble.

**SINGLE-TRAILER CAR** can handle a 40-ft. trailer and accommodate 18-in. movement in the ACF trailer hitch.

# Canadian Pacific Piggyback Fleet To Set Record



**CPR PIGGYBACKING** now extends from coast to coast.

The Canadian Pacific will soon have the largest trailer flat-car fleet owned by an individual railroad.

The road recently ordered 300 new piggyback cars from the National Steel Car Corporation (RA, Mar. 16, p. 39). When delivery is completed next autumn, the CPR's piggyback fleet will total 951 cars.

The 300 new cars will be of the same general design as the 300 built for the CPR by National Steel Car last year.

The design is the work of the CPR's mechanical department. Each car will be a 46-ft unit for handling one trailer up to 40 ft long. Consideration was given to longer cars capable of handling two trailers, but the final decision was for one-trailer cars.

Goal of the designers was a lightweight car that would permit trailers to be rapidly loaded, secured and unloaded. Specialties were chosen to make possible high speed terminal inspection and servicing.

The car body is basically an all-welded assembly, with riveting used only where it could save fabrication and assembly costs. The center sill is composed of two AAR Z-26 sections, each weighing 51.2 lb per ft.

The side sills on the 1958 cars are 12-in. high-tensile alloy-steel channels reinforced by an alloy T-section under the section where trailer wheels rest in the loaded position.

All the cars are equipped with ACF retractable trailer hitches. The floor through the center of the car is 3 ft 5¾ in. above the rail. The steel deck is then elevated an additional 3 in. at the trailer hitch end. This means that the back wheel assembly of any trailer or tractor can clear the retracted trailer hitch during loading.

On some of its flat car conversions, the CPR provided wells for the trailer wheels to lower the overall height of the loaded car. On the new car design, the entire center section of the car's deck was dropped to accomplish this.

The CPR has adopted an all-welded aluminum alloy hinged trailer bridge as standard for the cars.

The cars have Barber stabilized trucks with 2½ in. spring travel and unit brake beams. All are equipped with 5½- by 10-in. package roller bearings and one-wear wrought-steel or cast-steel wheels. The cars all have been equipped with Cobra composition brake shoes.

Experiments are under way at equipping some of the cars with 12-volt d-c generators. This will permit the operation of air circulating fans on heated and refrigerated trailers while they are in transit. Normally, these fans are driven from the highway tractor. There will be no battery on the flat car. It is planned that the trailer will have batteries for standby service.

The length of the completed car is 46 ft 8 in. over strikers. Light weight is 41,300 lb; rated capacity 66,000 lb.

Prior to delivery of the first of these specialized cars last year, the CPR used only converted flat cars for piggybacking. The first such car was converted in 1952 for inauguration of the Montreal-Toronto operation.

Since then, trailer service has been extended until there are services from coast to coast on the CPR. Traffic has grown steadily. The road inaugurated common-carrier piggyback in 1957.

The volume and scope of these TOFC operations are expected to keep the 600 special cars and a large number of converted flat cars in active revenue service.

## ICC URGES PASSENGER REFORMS (*Continued from page 9*)

continuance of passenger trains," the Commission added. Earlier in this discussion it had said "there is clearly a continuing need of good railroad transportation for the postal service, as the Post Office Department itself declares, and its assertion is not inconsistent with the diversion of mail to other available forms of transportation which has taken place thus far."

Whether the Post Office Department has been unfair to the railroads by the use of air and highway transportation "is not a question which can be adjudicated in this proceeding," the Commission also said. It then referred to the "experiment" of flying regular first-class mail which has now continued for more than five years.

The Commission said, however, that on the record it would not be justified in finding that the Postmaster General has not acted in accordance with the National Transportation Policy. If he has "abused his discretion," the "appropriate remedy" is legislative or executive action, the Commission advised.

Separate concurring expressions came from Commissioners Arpaia and McPherson, while Commissioner Goff did not participate. Mr. Arpaia made a few "personal observations" on the commuter problem. Mr. McPherson had some reservations on the tax-relief recommendations of the majority, and he also recalled that the Commission has been recommending Congressional investigations of transport subsidies and their impact on unsubsidized railroads since 1931.

Commissioner Arpaia paid his respects to those who profess to believe in freeing the carriers from regulation yet protest every railroad action which affects them. The commissioner put it this way:

"Generally speaking those who proclaim with vehemence that railroads are 'shackled' with the 'heavy hand of regulation' and who demand more freedom of managerial discretion for railroads are the ones who protest most vigorously when action is taken by railroads to improve their income or cut down their expenses. Apparently, their reaction depends on whose ox is gored."

One such situation recalled by Commissioner Arpaia involved a parking charge imposed by a railroad for the use of space near a station serving commuters. He said the commuters' letters of protest "did not correspond with previously expressed statements, editorials and propaganda from their own organizations that railroads would have no problems if they were given more freedom to exercise their own judgment."

Unless the "announced philosophy" of these people "is supported by consistent positive action, the prospect of a quick solution of the commuter problem is dim," Mr. Arpaia warned.

The report made it clear that the ICC still thinks its rules for the separation of operating expenses between freight and passenger services are adequate for the purpose for which they are intended. That finding, made in January 1958, was affirmed in these words:

"Upon the completed record, we see no reason for modifying our findings concerning the separation rules . . . The present separation rules provide for the ascertainment of the total expense of providing railway passenger service and the total expense of providing railway freight service by each carrier as an entity, or by groups of carriers as necessary, as a factor of consideration by the Commission in rate determination. Additionally, the series of statistical data resulting from application of these rules over a period of years on a consistent basis establishes trends in railway passenger and freight operations for use of the Commission and industry without reference to a particular controversy.

"The separation rules do not reflect, nor are they intended to provide, the cost of operating individual trains; they are not intended to determine the expenses that would be avoided if all passenger services were discontinued; and they are not intended to measure the elusive 'out-of-pocket' costs.

"These rules are the result of years of review and analysis; the study of possible need for revision in these rules is a continuing process. The critics of those rules have not come forward with any constructive suggestions for their improvement, and any suggestions of that kind which may come to our attention in the future will receive appropriate consideration."

## Lewis Sillcox Named To Transportation Post

Governor Nelson Rockefeller has chosen Lewis K. Sillcox, honorary vice chairman of the board of the New York Air Brake Co., as director of the New York State Office of Transportation.

Mr. Sillcox will have responsibility for developing an overall transportation policy for New York State. With the commuter problem currently critical, much of the duties of the office will be to work together with the federal government and the states of Connecticut and New Jersey to find a solution in this area.

### As the Publisher Sees It . . .

Two news stories appeared in the same edition of the Newark (N. J.) Evening News May 22. One dealt with the unopposed passage of legislation which would enable Trenton and neighboring municipalities, or Mercer County, to purchase the Trenton Transit Co. — which had announced it would abandon operation of its bus lines June 30—and then lease the system to a private operator. This would free the operator from payment of $120,000 taxes annually. The senator who sponsored the bill said, according to the News' story, that the legislation was designed as a lure to get a private operator to run the system, which would be profitable if freed from taxes.

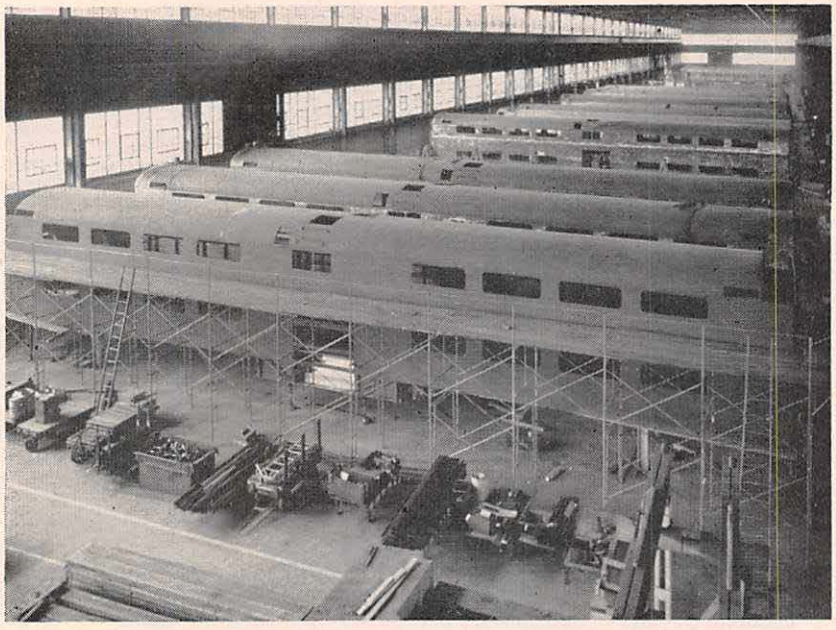
The other story dealt with legislation, passed unanimously the same day by the same Senate, which would prevent New Jersey railroads from abandoning, or even curtailing, any service without first receiving permission from the State Utilities Commission—a measure introduced after the Lackawanna's recent announcement that it would end most of its commuter services June 9.

Looks like the railroads ought to take over the Trenton Transit. But the legislators probably wouldn't allow that—that would be diversification — and besides they have taken steps which might make its operation profitable!

This sort of inconsistency by the nation's legislators is hardly unique. Railway Age sent its April 27 Action Page, urging reduction in railroad regulation, to every U. S. Congressman.

Senator Dodd, Conn., promptly wrote acknowledging the editorial and the need for study of the problem the railroads face. Enclosed was "Senator Dodd's Washington Report." On page 2, under the heading "Commuter Trains," an item reads that the gentleman from Connecticut had "joined in sponsoring a bill which would prohibit railroads from discontinuing commuter trains without specific permission from the ICC."

Robert S. Lewis



## C&NW 'Push-Pull' Cars Under Construction

By next autumn, Chicago & North Western commuters should be riding "push-pull" trains between Chicago and the suburbs. Construction work on the first of 36 new double-deck, air-conditioned suburban cars is under way at Pullman-Standard's Chicago plant. Deliveries are scheduled to begin in August, continue through autumn and winter. Eight cars will be equipped with cabs, 28 will be trailers.

# Loan Guaranty 'Dangers' Cited

Equipment-leasing continues to be a No. 1 topic in railroad financial circles. Latest comment on the subject has come from David C. Bevan, the Pennsylvania's vice president—finance.

In an address before the New York Society of Security Analysts, Mr. Bevan:

- Warned that government-guaranteed loans may prove to be more harmful than helpful to the industry.
- Said the PRR's recent experiences with financing of new equipment has strengthened its belief that what the railroads really need is a government equipment-leasing agency—as provided in the so-called "Symes Plan."

Mr. Bevan pointed out that the PRR is now acquiring 23,500 new and rebuilt freight cars valued at $215 million, and plans to add another $10,000,000 of diesels in the fourth quarter. "This program," he said, "is being financed through a combination of conventional conditional sales contracts and lease obligations. Financing arrangements for the entire program are, for all practical purposes, just about complete."

But, he added, "I want to make it very clear that in our judgment the successful consummation of this huge financing program in no way indicates the lack of a need for the so-called 'Symes Plan' which provides for the setting up of a governmental agency to lease equipment to those railroads which need it. On the contrary, we are more firmly convinced than ever that such a plan is sorely needed and that the chronic car shortage will never be overcome without it.

"As a result of our recent financing, we believe we are about as familiar with current market conditions in this area as anyone. We have found a number of very large pension trusts who are no longer willing to buy outright debt obligations. They are primarily interested in equities, and where they do venture into the debt field they are insistent upon having a convertible feature or a 'kicker' in some form or another. This is primarily because of the ever-present fear today of inflation, and this is tangible evidence that inflationary dangers are very real . . .

"In addition," Mr. Bevan continued, "it appears likely that as a result of the new law proposed governing income taxes of life insurance companies that these companies are going to make a major shift in emphasis and change the flow of capital to a material degree from corporate securities to tax exempts. If this does happen, it will only further accentuate the present difficulties of the railroads in raising funds through equipment obligations.

"In this connection, we are definitely opposed in principle to the guaranteed loan arrangement set up allegedly for the benefit of railroads at the last session of Congress. We did not actively oppose it at the time nor are we now, since, lacking something better, it must serve the purpose of tiding over some railroads on an emergency basis where they are sorely in need of funds. Many people expressed fears about the intervention of government with respect to the 'Symes Plan.' In our opinion, any general use of guaranteed loans to help the railroad industry is considerably more dangerous and actually one of the most dangerous things, from the financial standpoint, with which the industry has been confronted in many years.

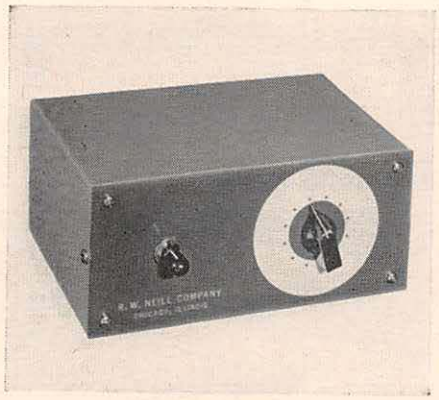
"Many of you are familiar with Gresham's Law that bad money drives out good. This is not just a theory! If one railroad after another goes to Washington and gets a government guaranty to shop in the private money markets, this will [force] all other companies using those same markets—and I mean all other companies, not just those in the railroad industry—particularly the weaker of these companies, to likewise go to Washington for government guaranties, and if guaranties are not available to all industries then many weak companies will be estopped from any private market financing.

"As far as the railroad industry is concerned," Mr. Bevan continued, "gradually all railroads would be forced to go to Washington for guaranties for their equipment obligations. If this happens, and remember equipment obligations represent the best form of security we have to offer, then you will find that we will have to do likewise to issue new and refunding bonds. When that day comes the railroad industry will have lost its access to the private market and it will be completely dependent on the government for the funds it needs. This is virtually true of the shipping industry today. We certainly do not want to get into that position."

Mr. Bevan concluded: "The advantage of the 'Symes Plan' is that it more or less isolates the needy cases and does not put them into direct competition with other companies."

[Senate and House bills designed to implement the "Symes Plan" were introduced last year, but died with the Congress. In January, the House bill was reintroduced as H.R. 1365, but no further action has been taken. It is understood that a new bill embodying the present version of the plan may be introduced soon, possibly in the Senate.]

# New Products Report

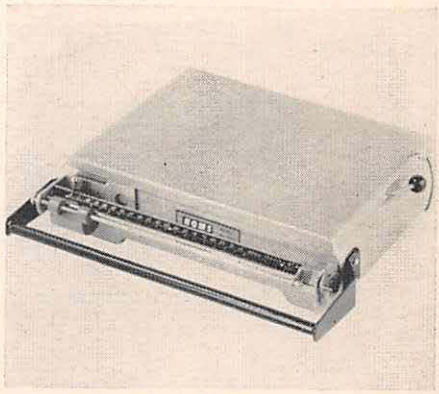


## Desk Type Rotary Switch Box

This device allows the switching of a telephone instrument to any one of 6 or 12 lines. The switch is a two-pole, nonshorting rotary type, with the silver to silver contacts maintaining a contact resistance of 2 to 3 milliohms over a million operating cycles. Current capacity is 3 amperes at a maximum voltage of 120 volts a.c. Available for 6 or 12 lines, with or without lever type ring key. *R. W. Neill Co., Dept. RA, 4320 Montrose ave., Chicago 41.*

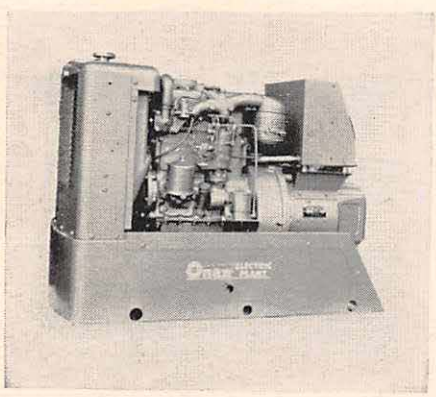
## Signal Battery

A new signal battery of the renewable carbon type is designated Edison carbon cell, type A-1000. It has a nominal capacity of 1,000 amp-hours and a nominal voltage of 1.3 to 1.1 volts, depending on discharge rate and temperature. To a cut-off voltage of 1.0 volt, it may be continuously discharged at rates up to 1.50 amp at temperatures of 75 deg F, or 1.20 amp at 25 deg F. *Thomas A. Edison Industries, Primary Battery Div., Dept. RA, Bloomfield, N. J.*



## Portable Scale

Two new models in the HOMS line of beam bench scales feature portability. Model 105HH, with 105-lb capacity graduated by ounces, has a platform size of 12½ in. by 16½ in. Model 300HH, with 300-lb capacity, features a platform 16¼ in. by 21¼ in. The units incorporate a combination carrying handle-beam guard and a platform lock, eliminating readjustment after transportation. *Douglas Homs Co., Dept. RA, 326 Jackson st., San Francisco 11.*

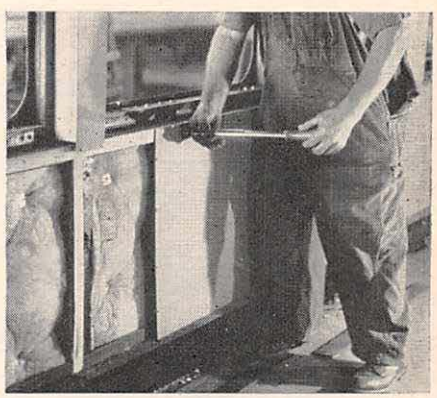


## Diesel Generators

Ten and 15-kw diesel generating plants, series DZB, are available in all standard 60 and 50-cycle voltages to 460 volts. The prime mover is a three-cylinder, 37-hp Hercules DD 149 diesel engine. Both the 10 and 15-kw models have the controls installed in a self-contained, enclosed cabinet mounted on top of the generator. Optional accessories include a weatherproof housing. *D. W. Onan & Sons, Inc., Dept. RA, Minneapolis 14, Minn.*

## Portable Telephone

A portable railway telephone has been modified to accommodate the new type 84 "Anti-Noise" handset. The handset of the new version is lighter, more modern in appearance, and shorter. The type 10A portable telephone meets AAR specifications. Measuring 8¼ in. high, 13 in. long and 5⅛ in. wide, it weighs 10½ lb. The telephone connects to any message or dispatcher circuit by a line pole. *Automatic Electric Co., Dept. RA, Northlake, Ill.*



## Vinyl-Coated Steel

USS vinyl-coated steel sheet production involves curing and bonding of liquid vinyl plastisols to sheets and coils, either cold rolled or galvanized, in a continuous coating process. It comes in many textures, can be embossed, and produced in any color. It is scuff and abrasion resistant and was used by Pullman-Standard in rebuilding cars for the C&NW. *United States Steel Corp., Dept. RA, 525 William Penn Place, Pittsburgh 30.*

# REVENUES AND EXPENSES OF RAILWAYS

*(Dollar figures are stated in thousands; i.e., with last three digits omitted)*

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1959

| Name of Road | | Average mileage operated during period | Operating Revenues | | | | Operating Expenses: Maint. Way and Structures | | | Maint. Equipment | | | | | | | Operating ratio | | Net from railway operation | Railway tax accruals | Net Railway operating income | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Freight | Pass. | Total (inc. misc.) 1959 | Total (inc. misc.) 1958 | Total 1959 | Total 1958 | Deprec. and Retirements | Total 1959 | Total 1958 | Deprec. and Retirements | Traffic | Transportation | Total 1959 | Total 1958 | 1959 | 1958 | | | 1959 | 1958 |
| Akron, Canton & Youngstown | March | 171 | 532 | .... | 542 | 384 | 59 | 51 | 6 | 75 | 59 | 15 | 45 | 150 | 372 | 348 | 68.7 | 90.5 | 169 | 93 | 59 | —3 |
| | 3 mos. | 171 | 1,435 | .... | 1,464 | 1,151 | 181 | 165 | 17 | 203 | 192 | 44 | 130 | 451 | 1,096 | 1,069 | 74.9 | 92.9 | 368 | 210 | 117 | —31 |
| Alabama, Tenn. & Northern | March | 214 | 346 | .... | 360 | 257 | 50 | 50 | 6 | 15 | 84 | 6 | 4 | 78 | 151 | 266 | 42.0 | 103.3 | 209 | 78 | 59 | —72 |
| | 3 mos. | 214 | 881 | .... | 925 | 800 | 150 | 149 | 19 | 31 | 119 | 17 | 13 | 240 | 445 | 585 | 48.1 | 75.1 | 480 | 147 | 115 | —21 |
| Atchison, Topeka & Santa Fe | March | 13,104 | 48,431 | 2,446 | 55,595 | 43,346 | 6,558 | 4,989 | 705 | 10,357 | 8,981 | 2,357 | 1,425 | 18,611 | 39,210 | 34,314 | 70.5 | 79.2 | 16,385 | 9,056 | 6,639 | 3,560 |
| | 3 mos. | 13,104 | 127,256 | 8,052 | 148,894 | 129,246 | 18,329 | 16,899 | 2,129 | 30,945 | 29,358 | 7,078 | 4,079 | 53,049 | 113,264 | 107,404 | 76.1 | 83.1 | 35,630 | 20,456 | 13,235 | 7,555 |
| Atlanta & St. Andrews Bay | March | 81 | 304 | .... | 312 | 396 | 46 | 27 | 4 | 33 | 31 | 8 | 7 | 74 | 181 | 160 | 58.1 | 40.3 | 131 | 59 | 38 | 86 |
| | 3 mos. | 81 | 918 | .... | 933 | 1,085 | 124 | 102 | 11 | 96 | 95 | 23 | 21 | 221 | 528 | 491 | 56.6 | 45.3 | 405 | 183 | 129 | 212 |
| Atlanta & West Point | March | 93 | 266 | 21 | 343 | 315 | 46 | 40 | 8 | 51 | 50 | 14 | 18 | 136 | 273 | 272 | 79.5 | 86.3 | ▶70 | 18 | 34 | .... |
| | 3 mos. | 93 | 698 | 69 | 922 | 905 | 123 | 106 | 22 | 150 | 156 | 43 | 54 | ▶396 | 789 | 805 | 85.6 | 89.0 | 133 | 54 | 3 | —32 |
| Western of Alabama | March | 133 | 315 | 19 | 379 | 341 | 45 | 55 | 10 | 59 | 55 | 19 | 20 | 141 | 286 | 297 | 75.3 | 87.2 | ▶94 | 62 | 38 | 13 |
| | 3 mos. | 133 | 857 | 64 | 1,040 | 1,036 | 134 | 142 | 27 | 175 | 177 | 57 | 60 | 413 | 849 | 872 | 81.6 | 84.2 | 191 | 127 | 59 | 58 |
| Atlantic Coast Line | March | 5,306 | 11,475 | 1,800 | 14,512 | 13,601 | 1,823 | 1,701 | 195 | 2,444 | 2,317 | 638 | 474 | 5,453 | 10,997 | 10,483 | 75.8 | 77.1 | 3,514 | 1,700 | 1,297 | 1,033 |
| | 3 mos. | 5,306 | 32,610 | 4,922 | 40,853 | 39,014 | 5,204 | 5,309 | 535 | 7,265 | 7,051 | 1,913 | 1,422 | 15,958 | 32,205 | 31,753 | 78.8 | 81.4 | 8,649 | 4,425 | 2,550 | 1,828 |
| Charleston & Western Carolina | March | 343 | 592 | .... | 608 | 637 | 134 | 110 | 15 | 103 | 76 | 29 | 21 | 181 | 456 | 394 | 75.1 | 61.9 | 151 | 95 | 54 | 83 |
| | 3 mos. | 343 | 1,657 | .... | 1,697 | 1,748 | 387 | 336 | 29 | 292 | 242 | 86 | 64 | 528 | 1,325 | 1,201 | 78.1 | 68.7 | 372 | 230 | 126 | 198 |
| Baltimore & Ohio | March | 5,917 | 30,409 | 1,086 | 33,783 | 31,719 | 3,518 | 3,078 | 490 | 5,770 | 5,049 | 1,136 | 988 | 14,374 | 26,697 | 24,971 | 79.0 | 78.7 | 7,086 | 1,992 | 3,289 | 2,767 |
| | 3 mos. | 5,917 | 83,601 | 3,322 | 93,227 | 92,148 | 10,177 | 9,597 | 1,501 | 17,127 | 16,384 | 3,415 | 2,857 | 41,174 | 77,214 | 75,777 | 82.8 | 82.2 | 16,013 | 5,956 | 4,880 | 4,972 |
| Staten Island Rap. Tran | March | 29 | 191 | 86 | 285 | 285 | 60 | 56 | 12 | 41 | 35 | 2 | 2 | 164 | 300 | 278 | 105.1 | 97.5 | —15 | 47 | —88 | —67 |
| | 3 mos. | 29 | 563 | 250 | 837 | 843 | 170 | 155 | 37 | 119 | 116 | 5 | 7 | 478 | 875 | 840 | 104.5 | 99.7 | —38 | 142 | —252 | —218 |
| Bangor & Aroostook | March | 602 | 1,548 | 26 | 1,628 | 1,986 | 428 | 502 | 19 | 301 | 312 | 116 | 31 | 434 | 1,288 | 1,428 | 79.2 | 71.9 | 339 | 143 | 242 | 374 |
| | 3 mos. | 602 | 4,328 | 73 | 4,530 | 5,273 | 1,163 | 1,293 | 56 | 868 | 890 | 350 | 91 | 1,285 | 3,664 | 3,906 | 80.9 | 74.1 | 866 | 342 | 638 | 917 |
| Bessemer & Lake Erie | March | 203 | 1,521 | .... | 1,579 | 760 | 208 | 254 | 21 | 737 | 478 | 133 | 39 | 453 | 1,565 | 1,285 | 99.1 | 169.1 | 14 | 272 | 152 | —392 |
| | 3 mos. | 203 | 3,326 | .... | 3,483 | 2,148 | 656 | 708 | 69 | 1,821 | 1,826 | 417 | 121 | 1,238 | 4,259 | 4,233 | 122.3 | 197.1 | —776 | 534 | 201 | —1,774 |
| Boston & Maine | March | 1,570 | 5,485 | 637 | 6,872 | 6,858 | 830 | 1,040 | 147 | 779 | 887 | 225 | 157 | 3,065 | 5,234 | 5,797 | 76.2 | 84.5 | 1,638 | 478 | 579 | —25 |
| | 3 mos. | 1,570 | 14,825 | 1,969 | 18,885 | 19,378 | 2,455 | 3,274 | 440 | 2,590 | 2,701 | 806 | 452 | 8,828 | 15,523 | 17,444 | 82.2 | 90.0 | 3,362 | 1,516 | 227 | —1,331 |
| C. P. R. in Maine | March | 234 | 1,142 | 31 | 1,197 | 1,004 | 120 | 131 | 20 | 149 | 138 | 17 | 8 | 252 | 547 | 556 | 45.7 | 55.4 | 649 | 34 | 516 | 325 |
| | 3 mos. | 234 | 3,070 | 145 | 3,284 | 2,867 | 368 | 403 | 61 | 433 | 423 | 52 | 25 | 727 | 1,635 | 1,677 | 49.8 | 58.5 | 1,648 | 103 | 1,224 | 770 |
| Carolina & Northwestern | March | 285 | 289 | .... | 294 | 250 | 66 | 50 | 7 | 32 | 35 | 21 | 5 | 77 | 202 | 189 | 68.8 | 75.4 | 92 | 16 | 26 | 18 |
| | 3 mos. | 285 | 838 | .... | 854 | 785 | 142 | 141 | 20 | 95 | 82 | 63 | 15 | 221 | 533 | 531 | 62.3 | 67.7 | 322 | 68 | 98 | 103 |
| Central of Georgia | March | 1,763 | 3,541 | 130 | 3,897 | 3,741 | 585 | 593 | 45 | 690 | 653 | 190 | 173 | 1,472 | 3,111 | 3,096 | 79.8 | 82.8 | 786 | 260 | 495 | 397 |
| | 3 mos. | 1,763 | 9,899 | 398 | 10,894 | 10,668 | 1,705 | 1,757 | 130 | 2,073 | 1,963 | 573 | 521 | 4,374 | 9,256 | 9,195 | 85.0 | 86.2 | 1,639 | 769 | 842 | 891 |
| Central of New Jersey | March | 597 | 3,767 | 489 | 4,622 | 4,490 | 490 | 502 | 96 | 804 | 786 | 181 | 75 | 2,213 | 3,813 | 3,752 | 82.5 | 83.6 | 809 | 468 | 123 | 31 |
| | 3 mos. | 597 | 10,275 | 1,443 | 12,675 | 13,017 | 1,467 | 1,571 | 285 | 2,497 | 2,342 | 545 | 222 | 6,523 | 11,402 | 11,347 | 90.0 | 87.2 | 1,273 | 1,375 | —636 | —310 |
| Central Vermont | March | 375 | 793 | 59 | 930 | 934 | 151 | 141 | 17 | 117 | 104 | ▶9 | 20 | 357 | 689 | 667 | 74.1 | 71.5 | 241 | 49 | 80 | 90 |
| | 3 mos. | 375 | 2,125 | 166 | 2,526 | 2,558 | 427 | 438 | 52 | 342 | 322 | 28 | 57 | 1,079 | 2,027 | 2,063 | 80.2 | 80.7 | 499 | 147 | —18 | —79 |
| Chesapeake & Ohio | March | 5,122 | 27,677 | 355 | 29,508 | 28,184 | 3,290 | 3,130 | 514 | 5,273 | 5,251 | 1,871 | 878 | 11,002 | 21,968 | 21,688 | 74.4 | 76.9 | 7,541 | 3,406 | 4,799 | 4,249 |
| | 3 mos. | 5,122 | 79,861 | 1,339 | 84,996 | 83,142 | 9,100 | 9,770 | 1,506 | 15,142 | 15,509 | 5,617 | 2,568 | 32,062 | 63,801 | 65,216 | 75.1 | 78.5 | 21,195 | 9,547 | 13,440 | 11,025 |
| Chicago & Eastern Illinois | March | 862 | 2,807 | 131 | 3,227 | 3,058 | 342 | 338 | 28 | 462 | 524 | 161 | 144 | 1,213 | 2,296 | 2,399 | 71.1 | 78.1 | 931 | 203 | 547 | 223 |
| | 3 mos. | 862 | 7,706 | 461 | 8,999 | 8,691 | 1,049 | 992 | 87 | 1,431 | 1,412 | 461 | 430 | 3,623 | 7,023 | 6,995 | 78.0 | 80.5 | 1,976 | 616 | 714 | 495 |
| Chicago & Illinois Midland | March | 121 | 708 | .... | 722 | 648 | 38 | 45 | 9 | 104 | 114 | 23 | 30 | 139 | 355 | 381 | 49.2 | 58.9 | 367 | 191 | 162 | 111 |
| | 3 mos. | 121 | 1,490 | .... | 1,533 | 1,716 | 107 | 57 | 24 | 296 | 334 | 69 | 93 | 398 | 1,023 | 1,054 | 66.8 | 61.4 | 509 | 275 | 213 | 267 |
| Chicago & North Western | March | 9,287 | 14,930 | 1,592 | 18,184 | 16,972 | 2,655 | 2,591 | 413 | 3,247 | 2,904 | 990 | 563 | 8,053 | 15,733 | 14,740 | 86.5 | 86.8 | 2,451 | 1,248 | 262 | 93 |
| | 3 mos. | 9,287 | 42,134 | 4,600 | 51,269 | 49,423 | 7,688 | 7,070 | 1,236 | 9,267 | 8,615 | 2,962 | 1,615 | 23,343 | 45,427 | 43,776 | 88.6 | 88.6 | 5,842 | 3,744 | —726 | —693 |
| Chicago, Burl. & Quincy | March | 8,687 | 19,127 | 1,449 | 22,742 | 19,812 | 2,500 | 2,307 | 404 | 4,678 | 3,703 | 1,037 | 609 | 8,738 | 17,527 | 15,871 | 77.1 | 80.1 | 5,215 | 2,635 | 2,006 | 1,481 |
| | 3 mos. | 8,687 | 54,710 | 4,364 | 65,166 | 59,236 | 7,384 | 7,129 | 1,199 | 13,207 | 11,475 | 3,089 | 1,913 | 25,861 | 51,363 | 47,897 | 78.8 | 80.9 | 13,803 | 7,155 | 5,083 | 4,089 |
| Chicago Great Western | March | 1,469 | 2,656 | 7 | 2,864 | 3,052 | 397 | 425 | 42 | 416 | 430 | 132 | 123 | 954 | 1,947 | 2,043 | 68.0 | 66.9 | 917 | 341 | 336 | 388 |
| | 3 mos. | 1,469 | 7,746 | 21 | 8,337 | 8,586 | 1,144 | 1,274 | 131 | 1,251 | 1,235 | 397 | 377 | 2,815 | 5,805 | 5,900 | 69.6 | 68.7 | 2,531 | 929 | 926 | 1,006 |
| Chic., Milw., St. P. & Pac. | March | 10,591 | 17,607 | 1,077 | 20,664 | 18,476 | 2,853 | 2,616 | 413 | 3,677 | 3,630 | 678 | 552 | 8,179 | 16,479 | 15,934 | 79.7 | 86.2 | 4,185 | 1,566 | 1,706 | 215 |
| | 3 mos. | 10,591 | 48,864 | 3,141 | 57,510 | 55,337 | 8,149 | 7,991 | 1,244 | 10,673 | 11,051 | 2,155 | 1,614 | 24,409 | 48,506 | 48,356 | 84.3 | 87.4 | 9,004 | 4,674 | 1,755 | 22 |
| Chicago, R. Is. & Pacific | March | 7,558 | 16,643 | 1,287 | 19,642 | 16,053 | 2,403 | 1,732 | 273 | 3,440 | 2,885 | 626 | 567 | 7,555 | 14,969 | 12,964 | 76.2 | 80.8 | 4,673 | 1,880 | 1,200 | 780 |
| | 3 mos. | 7,562 | 45,958 | 4,079 | 54,833 | 48,148 | 6,455 | 5,343 | 774 | 9,783 | 8,901 | 1,875 | 1,706 | 22,100 | 43,069 | 39,048 | 78.5 | 81.1 | 11,764 | 4,795 | 2,674 | 1,759 |
| Clinchfield | March | 293 | 1,955 | .... | 1,964 | 1,820 | 239 | 216 | 22 | 338 | 352 | 106 | 66 | 473 | 1,186 | 1,131 | 60.4 | 62.1 | 777 | 205 | 707 | 684 |
| | 3 mos. | 293 | 5,492 | .... | 5,521 | 5,370 | 685 | 677 | 65 | 948 | 1,106 | 317 | 196 | 1,376 | 3,411 | 3,464 | 61.8 | 64.5 | 2,110 | 611 | 1,900 | 1,905 |
| Colorado & Southern | March | 716 | 1,262 | 48 | 1,446 | 1,137 | 182 | 158 | 24 | 255 | 198 | 67 | 38 | 527 | 1,079 | 921 | 74.6 | 81.0 | 367 | 186 | 155 | 93 |
| | 3 mos. | 716 | 3,409 | 155 | 3,980 | 3,342 | 450 | 487 | 60 | 674 | 627 | 201 | 110 | 1,626 | 3,083 | 2,834 | 77.5 | 84.8 | 897 | 492 | 310 | 224 |
| Ft. Worth & Denver | March | 1,362 | 1,796 | 117 | 2,182 | 1,630 | 366 | 257 | 30 | 274 | 228 | 45 | 77 | 786 | 1,636 | 1,363 | 75.0 | 83.6 | 546 | 188 | 139 | 45 |
| | 3 mos. | 1,362 | 5,087 | 358 | 6,152 | 5,112 | 1,021 | 794 | 90 | 838 | 783 | 134 | 244 | 2,552 | 5,049 | 4,359 | 82.1 | 85.3 | 1,103 | 282 | 80 | 85 |
| Colorado & Wyoming | March | 39 | 262 | .... | 418 | 245 | 20 | 13 | 2 | 44 | 28 | 12 | 2 | 147 | 230 | 160 | 55.0 | 65.1 | 188 | 112 | 76 | 26 |
| | 3 mos. | 39 | 678 | .... | 1,098 | 655 | 61 | 45 | 7 | 131 | 87 | 37 | 5 | 390 | 633 | 458 | 57.7 | 70.0 | 465 | 280 | 180 | 53 |
| Delaware & Hudson | March | 764 | 3,780 | 133 | 4,066 | 4,112 | 399 | 421 | 62 | 710 | 630 | 190 | 105 | 1,534 | 3,036 | 2,969 | 74.7 | 72.2 | 1,031 | 449 | 555 | 575 |
| | 3 mos. | 764 | 10,946 | 420 | 11,787 | 11,906 | 1,193 | 1,331 | 175 | 2,088 | 2,000 | 570 | 306 | 4,519 | 8,982 | 9,112 | 76.2 | 76.5 | 2,805 | 1,237 | 1,562 | 1,296 |
| Delaware, Lack. & Western | March | 918 | 4,582 | 780 | 6,130 | 6,387 | 494 | 723 | 154 | 1,148 | 1,062 | 350 | 199 | 3,261 | 5,498 | 5,890 | 89.7 | 92.2 | 632 | 648 | —150 | —439 |
| | 3 mos. | 918 | 13,355 | 2,304 | 17,765 | 18,729 | 1,772 | 2,341 | 449 | 3,262 | 3,166 | 1,045 | 578 | 9,638 | 16,407 | 17,802 | 92.4 | 95.1 | 1,357 | 1,942 | —1,054 | —1,822 |
| Denver & Rio Grande Western | March | 2,128 | 6,219 | 199 | 6,638 | 5,917 | 733 | 647 | 101 | 997 | 877 | 322 | 236 | 2,061 | 4,343 | 3,891 | 65.4 | 65.8 | 2,295 | 1,280 | 1,044 | 978 |
| | 3 mos. | 2,137 | 16,993 | 616 | 18,222 | 16,968 | 1,805 | 1,610 | 286 | 2,860 | 2,652 | 952 | 716 | 5,994 | 12,296 | 11,483 | 67.5 | 67.7 | 5,926 | 3,148 | 2,872 | 2,692 |
| Detroit & Toledo Shore Line | March | 50 | 752 | .... | 809 | 613 | 61 | 70 | 4 | 98 | 59 | 24 | 21 | 252 | 448 | 394 | 55.4 | 64.2 | 361 | 136 | 89 | 39 |
| | 3 mos. | 50 | 2,131 | .... | 2,290 | 1,934 | 204 | 214 | 11 | 280 | 226 | 72 | 64 | 748 | 1,348 | 1,244 | 58.9 | 64.3 | 942 | 342 | 206 | 131 |
| Detroit, Toledo & Ironton | March | 465 | 2,026 | .... | 2,131 | 1,466 | 212 | 222 | 32 | 405 | 373 | 140 | 57 | 539 | 1,313 | 1,211 | 61.6 | 82.6 | 818 | 108 | 636 | 184 |
| | 3 mos. | 464 | 5,902 | .... | 6,236 | 4,468 | 869 | 675 | 91 | 1,159 | 1,115 | 420 | 170 | 1,604 | 4,095 | 3,651 | 65.7 | 81.7 | 2,141 | 324 | 1,605 | 576 |
| Duluth, Miss. & Iron Range | March | 557 | 403 | .... | 467 | 392 | 499 | 463 | 71 | 631 | 712 | 186 | 15 | 644 | 2,016 | 2,111 | 431.4 | 538.3 | —1,548 | 113 | —1,680 | —1,779 |
| | 3 mos. | 557 | 901 | 3 | 1,090 | 995 | 1,413 | 1,560 | 215 | 1,833 | 2,102 | 558 | 39 | 1,934 | 5,909 | 6,310 | 542.2 | 633.9 | —4,819 | 330 | —5,201 | —5,442 |
| Duluth, So. Shore & Atl. | March | 544 | 555 | 2 | 583 | 544 | 103 | 81 | 9 | 139 | 106 | 26 | 32 | 202 | 501 | 449 | 86.0 | 82.5 | 82 | 34 | 33 | 57 |
| | 3 mos. | 544 | 1,385 | 8 | 1,465 | 1,463 | 299 | 278 | 30 | 356 | 324 | 78 | 96 | 562 | 1,389 | 1,422 | 94.8 | 97.2 | 76 | 94 | —45 | —69 |

# REVENUES AND EXPENSES OF RAILWAYS

*(Dollar figures are stated in thousands; i.e., with last three digits omitted)*

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1959

| Name of Road | | Average mileage operated during period | Operating Revenues: Freight | Pass. | Total (inc. misc.) 1959 | Total (inc. misc.) 1958 | Operating Expenses: Maint. Way and Structures: Total 1959 | Total 1958 | Deprec. and Retirements | Maint. Equipment: Total 1959 | Total 1958 | Deprec. and Retirements | Traffic | Transportation | Total 1959 | Total 1958 | Operating ratio 1959 | Operating ratio 1958 | Net from railway operation | Railway tax accruals | Net Railway operating income 1959 | Net Railway operating income 1958 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Duluth, Winnipeg & Pacific | March | 175 | 505 | 1 | 510 | 525 | 79 | 70 | 5 | 65 | 55 | 1 | 8 | 182 | 347 | 321 | 68.0 | 61.1 | 163 | 41 | 49 | 57 |
| | 3 mos. | 175 | 1,408 | 3 | 1,427 | 1,614 | 213 | 208 | 15 | 193 | 179 | 4 | 23 | 534 | 998 | 985 | 70.0 | 61.0 | 429 | 116 | 58 | 207 |
| Elgin, Joliet & Eastern | March | 205 | 3,890 | .... | 5,277 | 3,201 | 185 | 253 | 26 | 849 | 1,381 | 126 | 50 | 1,986 | 3,393 | 3,290 | 64.3 | 102.8 | 1,884 | 961 | 557 | —501 |
| | 3 mos. | 205 | 10,504 | .... | 14,199 | 9,961 | 739 | 796 | 82 | 2,288 | 3,353 | 379 | 132 | 5,567 | 9,731 | 9,228 | 68.5 | 92.6 | 4,468 | 2,207 | 1,180 | —491 |
| Erie | March | 2,201 | 12,445 | 558 | 14,131 | 12,613 | 1,285 | 1,243 | 227 | 2,163 | 1,884 | 571 | 368 | 6,515 | 11,088 | 10,415 | 78.5 | 82.6 | 3,043 | 1,174 | 1,122 | 217 |
| | 3 mos. | 2,201 | 33,644 | 1,618 | 38,280 | 36,641 | 3,808 | 3,999 | 683 | 6,227 | 5,846 | 1,627 | 1,114 | 18,714 | 32,211 | 31,791 | 84.1 | 86.8 | 6,069 | 3,376 | 494 | —1,072 |
| Florida East Coast | March | 572 | 2,436 | 673 | 3,467 | 3,429 | 488 | 445 | 48 | 663 | 598 | 117 | 92 | 1,306 | 2,737 | 2,516 | 78.9 | 73.4 | 730 | 209 | 266 | 419 |
| | 3 mos. | 572 | 7,396 | 1,743 | 10,104 | 9,891 | 1,425 | 1,282 | 142 | 1,937 | 1,723 | 352 | 267 | 3,785 | 8,005 | 7,497 | 79.2 | 75.8 | 2,100 | 627 | 646 | 981 |
| Georgia Railroad | March | 321 | 578 | 13 | 684 | 631 | 114 | 88 | 8 | 124 | 110 | 35 | 40 | 314 | 631 | 561 | 92.3 | 88.9 | 52 | 38 | 26 | 55 |
| | 3 mos. | 321 | 1,687 | 40 | 1,981 | 1,858 | 297 | 249 | 25 | 372 | 329 | 105 | 121 | 924 | 1,830 | 1,681 | 92.3 | 90.5 | 151 | 111 | 74 | 123 |
| Georgia & Florida | March | 321 | 320 | .... | 329 | 290 | 83 | 69 | 6 | 36 | 33 | 8 | 23 | 85 | 247 | 221 | 75.2 | 76.0 | 82 | 18 | 33 | 31 |
| | 3 mos. | 321 | 917 | .... | 938 | 796 | 220 | 208 | 13 | 128 | 110 | 24 | 70 | 280 | 756 | 679 | 80.6 | 85.2 | 182 | 51 | 45 | 8 |
| Grand Trunk Western | March | 951 | 4,814 | 195 | 5,437 | 5,180 | 653 | 643 | 57 | 882 | 903 | 113 | 96 | 2,582 | 4,461 | 4,201 | 82.0 | 81.1 | 976 | 372 | 10 | 12 |
| | 3 mos. | 951 | 13,616 | 646 | 15,568 | 14,823 | 2,015 | 1,925 | 171 | 2,593 | 2,598 | 336 | 280 | 7,530 | 13,154 | 12,546 | 84.5 | 84.6 | 2,414 | 1,123 | —421 | —603 |
| Great Northern | March | 8,293 | 17,502 | 635 | 19,428 | 16,987 | 2,532 | 2,324 | 236 | 4,017 | 3,947 | 864 | 580 | 7,271 | 15,338 | 14,615 | 78.9 | 86.0 | 4,090 | 2,346 | 1,564 | 486 |
| | 3 mos. | 8,293 | 48,839 | 1,907 | 54,326 | 51,657 | 7,382 | 7,168 | 797 | 11,044 | 12,078 | 2,601 | 1,668 | 21,633 | 44,673 | 44,806 | 82.2 | 86.7 | 9,653 | 5,673 | 3,271 | 1,138 |
| Green Bay & Western | March | 219 | 386 | .... | 395 | 430 | 54 | 62 | 5 | 35 | 51 | 9 | 28 | 125 | 268 | 277 | 67.8 | 64.3 | 127 | 70 | 40 | 58 |
| | 3 mos. | 219 | 1,111 | .... | 1,139 | 1,207 | 142 | 168 | 14 | 138 | 155 | 27 | 84 | 367 | 814 | 845 | 71.5 | 69.9 | 325 | 169 | 79 | 110 |
| Gulf, Mobile & Ohio | March | 2,752 | 6,562 | 206 | 7,251 | 6,947 | 926 | 906 | 76 | 1,372 | 1,494 | 303 | 312 | 2,360 | 5,349 | 5,455 | 73.8 | 78.5 | 1,902 | 806 | 588 | 491 |
| | 3 mos. | 2,752 | 17,953 | 705 | 20,108 | 19,875 | 2,686 | 2,709 | 226 | 4,035 | 4,312 | 908 | 913 | 6,886 | 15,657 | 16,210 | 77.9 | 81.6 | 4,451 | 1,854 | 1,210 | 896 |
| Illinois Central | March | 6,439 | 19,229 | 1,655 | 23,100 | 21,780 | 3,328 | 2,790 | 477 | 4,380 | 4,146 | 878 | 623 | 8,937 | 18,452 | 17,213 | 79.9 | 79.0 | 4,648 | 2,152 | 1,602 | 1,580 |
| | 3 mos. | 6,439 | 53,815 | 5,477 | 65,685 | 63,869 | 9,739 | 8,808 | 1,236 | 12,865 | 12,747 | 2,597 | 1,893 | 26,417 | 54,436 | 52,881 | 82.9 | 82.8 | 11,248 | 5,460 | 3,479 | 3,606 |
| Illinois Terminal | March | 334 | 798 | .... | 902 | 917 | 90 | 106 | 3 | 199 | 136 | 31 | 50 | 362 | 758 | 709 | 84.1 | 77.3 | 143 | 41 | —39 | 51 |
| | 3 mos. | 334 | 2,212 | .... | 2,471 | 2,652 | 273 | 308 | 9 | 552 | 405 | 92 | 148 | 1,062 | 2,201 | 2,122 | 89.1 | 80.0 | 270 | 37 | —70 | 134 |
| Kansas City Southern | March | 891 | 3,523 | 58 | 3,940 | 3,708 | 284 | 259 | 46 | 530 | 534 | 106 | 98 | 1,151 | 2,190 | 2,134 | 55.6 | 57.6 | 1,750 | 715 | 712 | 658 |
| | 3 mos. | 891 | 10,173 | 185 | 11,409 | 11,350 | 824 | 885 | 141 | 1,442 | 1,568 | 318 | 287 | 3,454 | 6,378 | 6,627 | 55.9 | 58.4 | 5,031 | 2,106 | 2,125 | 2,022 |
| Kansas, Oklahoma & Gulf | March | 327 | 494 | .... | 495 | 437 | 64 | 71 | 9 | 30 | 34 | 12 | 35 | 94 | 253 | 265 | 51.2 | 60.5 | 242 | 102 | 88 | 55 |
| | 3 mos. | 327 | 1,613 | .... | 1,619 | 1,419 | 159 | 197 | 23 | 112 | 78 | 35 | 103 | 300 | 757 | 728 | 46.8 | 51.3 | 861 | 362 | 333 | 279 |
| Lake Superior & Ishpeming | March | 160 | 89 | .... | 100 | 98 | 50 | 37 | 11 | 60 | 77 | 30 | 2 | 62 | 194 | 191 | 194.6 | 196.4 | —94 | 41 | —128 | —114 |
| | 3 mos. | 160 | 241 | .... | 270 | 269 | 139 | 149 | 33 | 180 | 253 | 81 | 6 | 166 | 547 | 648 | 202.1 | 241.2 | —276 | 121 | —359 | —461 |
| Lehigh & Hudson River | March | 96 | 283 | .... | 283 | 281 | 30 | 32 | 2 | 30 | 38 | 8 | 17 | 117 | 211 | 218 | 74.6 | 77.4 | 72 | 31 | 8 | 2 |
| | 3 mos. | 96 | 801 | .... | 802 | 815 | 91 | 101 | 7 | 92 | 124 | 25 | 52 | 321 | 605 | 656 | 75.5 | 80.4 | 196 | 76 | 21 | —17 |
| Lehigh & New England | March | 177 | 442 | .... | 445 | 488 | 60 | 46 | 6 | 135 | 135 | 52 | 20 | 197 | 465 | 457 | 104.5 | 93.6 | —20 | 28 | 81 | 90 |
| | 3 mos. | 177 | 1,216 | .... | 1,226 | 1,295 | 161 | 145 | 20 | 416 | 398 | 155 | 59 | 574 | 1,364 | 1,348 | 111.2 | 104.1 | —138 | 83 | 90 | 113 |
| Lehigh Valley | March | 1,129 | 4,415 | 204 | 4,994 | 4,798 | 616 | 711 | 98 | 885 | 943 | 214 | 140 | 2,635 | 4,514 | 4,649 | 90.4 | 96.9 | 479 | 447 | —155 | —539 |
| | 3 mos. | 1,129 | 12,190 | 599 | 13,780 | 13,748 | 1,771 | 2,311 | 291 | 2,729 | 2,430 | 637 | 415 | 7,533 | 13,168 | 13,690 | 95.6 | 99.6 | 612 | 1,328 | —1,278 | —2,062 |
| Long Island | March | 344 | 1,126 | 4,476 | 5,794 | 5,542 | 796 | 863 | 98 | 1,113 | 1,158 | 168 | 43 | 2,962 | 5,111 | 5,134 | 88.2 | 92.6 | 683 | 361 | 95 | —122 |
| | 3 mos. | 344 | 2,895 | 12,744 | 16,187 | 15,749 | 2,291 | 2,626 | 294 | 3,183 | 3,445 | 505 | 120 | 8,735 | 14,933 | 15,321 | 92.3 | 97.3 | 1,254 | 1,082 | —394 | —1,207 |
| Louisiana & Arkansas | March | 746 | 2,055 | 39 | 2,195 | 2,061 | 180 | 183 | 20 | 286 | 308 | 98 | 75 | 675 | 1,296 | 1,322 | 59.0 | 64.2 | 899 | 466 | 336 | 303 |
| | 3 mos. | 746 | 5,744 | 121 | 6,185 | 6,255 | 510 | 569 | 59 | 824 | 895 | 295 | 230 | 1,953 | 3,754 | 3,960 | 60.7 | 63.3 | 2,430 | 1,244 | 888 | 876 |
| Louisville & Nashville | March | 5,697 | 18,002 | 612 | 20,204 | 18,882 | 2,665 | 2,788 | 294 | 4,227 | 3,915 | 1,103 | 498 | 7,549 | 15,829 | 15,723 | 78.3 | 83.3 | 4,375 | 2,793 | 1,896 | 1,796 |
| | 3 mos. | 5,697 | 50,878 | 1,937 | 57,218 | 55,476 | 7,787 | 8,508 | 908 | 12,349 | 12,493 | 3,339 | 1,468 | 22,644 | 46,981 | 48,776 | 82.1 | 87.9 | 10,238 | 7,256 | 4,055 | 3,751 |
| Maine Central | March | 944 | 2,072 | 54 | 2,255 | 2,496 | 388 | 365 | 28 | 404 | 381 | 84 | 27 | 864 | 1,811 | 1,765 | 80.3 | 70.7 | 444 | 210 | 137 | 262 |
| | 3 mos. | 944 | 5,938 | 185 | 6,480 | 6,974 | 1,105 | 1,149 | 83 | 1,138 | 1,192 | 252 | 84 | 2,594 | 5,294 | 5,391 | 81.7 | 77.3 | 1,185 | 552 | 396 | 548 |
| Minneapolis & St. Louis | March | 1,391 | 1,719 | 1 | 1,778 | 1,877 | 238 | 256 | 32 | 318 | 302 | 101 | 115 | 672 | 1,491 | 1,427 | 83.9 | 76.1 | 287 | 152 | 112 | 169 |
| | 3 mos. | 1,391 | 5,019 | 3 | 5,295 | 5,279 | 741 | 766 | 97 | 894 | 896 | 304 | 362 | 1,989 | 4,436 | 4,295 | 85.2 | 80.8 | 769 | 522 | 273 | 308 |
| Minn., Northfield & Southern | March | 77 | 394 | .... | 411 | 398 | 20 | 17 | 2 | 46 | 52 | 13 | 30 | 103 | 246 | 218 | 59.8 | 54.7 | 165 | 94 | 62 | 80 |
| | 3 mos. | 77 | 1,105 | .... | 1,149 | 1,086 | 54 | 56 | 7 | 122 | 129 | 38 | 89 | 297 | 660 | 628 | 57.4 | 57.8 | 490 | 273 | 190 | 187 |
| Minn., St. P. & S. S. Marie | March | 3,222 | 3,182 | 29 | 3,391 | 3,122 | 556 | 597 | 46 | 700 | 763 | 141 | 111 | 1,396 | 2,960 | 3,074 | 87.3 | 98.5 | 431 | 255 | 130 | —282 |
| | 3 mos. | 3,222 | 8,886 | 104 | 9,502 | 9,796 | 1,606 | 1,731 | 154 | 2,064 | 2,273 | 422 | 327 | 4,251 | 8,849 | 9,122 | 93.1 | 93.1 | 653 | 761 | —308 | —206 |
| Missouri-Illinois | March | 172 | 520 | .... | 530 | 413 | 43 | 64 | 4 | 100 | 85 | 39 | 15 | 132 | 303 | 276 | 57.2 | 66.8 | 227 | 161 | 112 | 83 |
| | 3 mos. | 172 | 1,180 | .... | 1,196 | 1,167 | 134 | 166 | 16 | 270 | 260 | 113 | 42 | 342 | 828 | 817 | 69.2 | 70.1 | 368 | 314 | 211 | 223 |
| M-K-T Lines | March | 2,918 | 4,648 | 57 | 5,195 | 4,952 | 631 | 510 | 93 | 1,086 | 884 | 261 | 185 | 1,757 | 3,891 | 3,780 | 74.9 | 76.3 | 1,304 | 336 | 404 | 351 |
| | 3 mos. | 2,918 | 13,043 | 199 | 14,555 | 14,744 | 1,586 | 1,589 | 272 | 2,841 | 2,855 | 781 | 561 | 5,086 | 10,724 | 11,394 | 73.7 | 77.3 | 3,831 | 1,011 | 1,088 | 960 |
| Missouri Pacific | March | 9,513 | 23,054 | 766 | 26,403 | 24,035 | 3,785 | 3,708 | 318 | 4,509 | 4,111 | 1,079 | 669 | 9,811 | 19,773 | 18,505 | 74.9 | 77.0 | 6,630 | 2,436 | 2,995 | 2,645 |
| | 3 mos. | 9,513 | 63,368 | 2,454 | 72,791 | 69,783 | 9,118 | 9,606 | 924 | 12,890 | 12,556 | 3,247 | 2,010 | 28,568 | 55,557 | 54,402 | 76.3 | 78.0 | 17,234 | 5,718 | 8,021 | 7,672 |
| Monon | March | 541 | 1,585 | 42 | 1,760 | 1,703 | 199 | 206 | 20 | 311 | 278 | 76 | 104 | 747 | 1,466 | 1,368 | 83.3 | 80.4 | 294 | 117 | 111 | 130 |
| | 3 mos. | 541 | 4,396 | 155 | 4,931 | 5,032 | 611 | 627 | 60 | 903 | 881 | 229 | 310 | 2,154 | 4,280 | 4,176 | 86.8 | 83.0 | 652 | 208 | 215 | 241 |
| Monongahela | March | 177 | 353 | .... | 356 | 429 | 61 | 65 | 13 | 53 | 55 | 11 | 1 | 151 | 282 | 295 | 79.3 | 68.8 | 74 | 16 | —1 | —20 |
| | 3 mos. | 177 | 1,082 | .... | 1,089 | 1,145 | 184 | 200 | 37 | 173 | 177 | 33 | 3 | 649 | 1,074 | 915 | 98.7 | 79.9 | 14 | 50 | —201 | —213 |
| New York Central | March | 10,446 | 47,997 | 5,383 | 62,074 | 53,675 | 6,295 | 5,900 | 1,083 | 10,700 | 9,500 | 1,881 | 1,080 | 28,483 | 49,658 | 47,159 | 80.0 | 87.9 | 12,416 | 5,741 | 4,537 | —1,479 |
| | 3 mos. | 10,446 | 130,478 | 18,017 | 172,642 | 154,094 | 18,577 | 19,539 | 3,233 | 32,100 | 28,500 | 6,844 | 3,212 | 83,923 | 147,452 | 141,810 | 85.4 | 92.0 | 25,190 | 16,691 | 3,705 | —11,159 |
| Pitts. & Lake Erie | March | 221 | 3,175 | 38 | 3,445 | 2,515 | 340 | 399 | 53 | 1,010 | 974 | 321 | 68 | 1,212 | 2,846 | 2,715 | 82.6 | 107.9 | 599 | 622 | 982 | 584 |
| | 3 mos. | 221 | 8,187 | 110 | 8,821 | 7,069 | 1,027 | 1,210 | 166 | 2,813 | 2,843 | 955 | 196 | 3,440 | 8,105 | 8,267 | 91.9 | 116.9 | 716 | 1,579 | 2,482 | 1,354 |
| New York, Chic. & St. L. | March | 2,170 | 13,036 | 127 | 13,613 | 11,426 | 1,353 | 1,372 | 160 | 2,015 | 1,986 | 473 | 365 | 4,912 | 9,138 | 8,819 | 67.1 | 77.2 | 4,475 | 2,219 | 1,826 | 974 |
| | 3 mos. | 2,176 | 35,596 | 430 | 37,252 | 33,879 | 3,893 | 4,192 | 480 | 5,937 | 6,102 | 1,396 | 1,078 | 14,302 | 26,666 | 26,702 | 71.6 | 78.8 | 10,586 | 5,193 | 4,323 | 2,628 |
| New York, N. H. & Hart. | March | 1,762 | 7,029 | 3,920 | 12,739 | 12,510 | 1,313 | 1,482 | 278 | 1,789 | 1,960 | 420 | 238 | 6,224 | 10,510 | 10,710 | 82.5 | 85.6 | 2,228 | 903 | —93 | —385 |
| | 3 mos. | 1,762 | 18,977 | 11,924 | 35,939 | 35,450 | 3,810 | 4,510 | 836 | 5,487 | 5,881 | 1,379 | 662 | 18,074 | 30,856 | 32,022 | 85.9 | 90.3 | 5,083 | 2,830 | —1,926 | —2,945 |
| New York Connecting | March | 21 | 425 | .... | 462 | 430 | 42 | 103 | 25 | 13 | 25 | .... | .... | 84 | 143 | 221 | 31.0 | 51.4 | 319 | 88 | 206 | 97 |
| | 3 mos. | 21 | 1,164 | .... | 1,236 | 1,143 | 175 | 291 | 76 | 42 | 57 | .... | .... | 259 | 486 | 618 | 39.3 | 54.1 | 750 | 266 | 454 | 229 |
| New York, Sus. & West. | March | 106 | 342 | 21 | 376 | 376 | 44 | 44 | 6 | 52 | 59 | 11 | 8 | 178 | 306 | 326 | 81.5 | 86.7 | 70 | 31 | 3 | —22 |
| | 3 mos. | 106 | 929 | 56 | 1,026 | 1,055 | 118 | 122 | 17 | 167 | 178 | 32 | 26 | 523 | 917 | 968 | 89.4 | 91.7 | 108 | 92 | —86 | —122 |

(Continued on next page)



a RAILWAY AGE Service Page

# REVENUES AND EXPENSES OF RAILWAYS

*(Dollar figures are stated in thousands; i.e., with last three digits omitted)*

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1959

| Name of Road | | Average mileage operated during period | Operating Revenues | | | | Operating Expenses | | | | | | | | | Operating ratio | | Net from railway operation | Railway tax accruals | Net Railway operating income | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total (inc. misc.) | | Maint. Way and Structures | | | Maint. Equipment | | | | | | | | | | | |
| | | | Freight | Pass. | 1959 | 1958 | Total 1959 | Total 1958 | Deprec. and Retirements | Total 1959 | Total 1958 | Deprec. and Retirements | Traffic | Transportation | Total 1959 | Total 1958 | 1959 | 1958 | | | 1959 | 1958 |
| Norfolk & Western | March | 2,138 | 16,614 | 191 | 17,746 | 17,148 | 1,900 | 2,303 | 338 | 3,061 | 3,770 | 1,091 | 343 | 4,904 | 11,030 | 12,642 | 62.2 | 73.7 | 6,716 | 3,709 | 4,151 | 2,473 |
| | 3 mos. | 2,138 | 47,810 | 585 | 50,929 | 48,921 | 5,353 | 7,172 | 1,071 | 8,828 | 11,527 | 3,199 | 998 | 14,693 | 32,290 | 38,722 | 63.4 | 79.2 | 18,638 | 10,549 | 11,539 | 6,051 |
| Norfolk Southern | March | 592 | 840 | .... | 852 | 775 | 196 | 176 | 14 | 127 | 120 | 32 | 51 | 275 | 708 | 653 | 83.1 | 84.2 | 144 | 56 | 59 | 46 |
| | 3 mos. | 592 | 2,249 | .... | 2,289 | 2,089 | 543 | 493 | 33 | 367 | 361 | 96 | 156 | 783 | 2,033 | 1,888 | 88.8 | 90.4 | 256 | 155 | 21 | —21 |
| Northern Pacific | March | 6,828 | 13,186 | 377 | 14,589 | 12,839 | 2,043 | 1,725 | 358 | 2,728 | 2,832 | 754 | 437 | 6,055 | 12,191 | 11,605 | 83.6 | 90.4 | 2,398 | 1,492 | 1,157 | 392 |
| | 3 mos. | 6,828 | 36,889 | 1,161 | 40,979 | 38,684 | 5,369 | 5,087 | 921 | 8,409 | 9,058 | 2,249 | 1,215 | 17,600 | 35,360 | 35,099 | 86.3 | 93.7 | 5,619 | 4,291 | 2,082 | 746 |
| Northwestern Pacific | March | 328 | 1,319 | .... | 1,329 | 989 | 214 | 309 | 28 | 84 | 73 | 3 | 8 | 339 | 670 | 732 | 50.4 | 74.0 | 659 | 277 | 182 | 8 |
| | 3 mos. | 328 | 3,256 | 1 | 3,282 | 2,338 | 668 | 851 | 69 | 247 | 241 | 8 | 23 | 970 | 1,983 | 2,081 | 60.4 | 89.0 | 1,299 | 481 | 281 | —167 |
| Pacific Electric | March | 356 | 1,148 | .... | 1,289 | 1,110 | 181 | 173 | 24 | 49 | 57 | 4 | 19 | 544 | 896 | 855 | 69.5 | 77.0 | 393 | 141 | 100 | 47 |
| | 3 mos. | 357 | 2,997 | .... | 3,455 | 3,014 | 575 | 526 | 72 | 156 | 194 | 11 | 58 | 1,528 | 2,625 | 2,628 | 76.0 | 87.2 | 829 | 379 | 55 | —271 |
| Pennsylvania | March | 9,920 | 59,472 | 8,720 | 77,575 | 69,418 | 7,592 | 7,742 | 1,463 | 15,102 | 14,670 | 2,974 | 1,235 | 35,049 | 63,294 | 61,929 | 81.6 | 89.2 | 14,281 | 5,583 | 3,801 | —1,389 |
| | 3 mos. | 9,920 | 164,214 | 27,125 | 216,537 | 198,480 | 21,700 | 22,866 | 4,397 | 45,317 | 40,957 | 8,971 | 3,700 | 102,469 | 186,094 | 181,501 | 85.9 | 91.4 | 30,444 | 15,690 | 461 | —8,400 |
| Penn-Reading S.S. Lines | March | 353 | 590 | 63 | 670 | 636 | 191 | 213 | 32 | 140 | 129 | 26 | 8 | 483 | 877 | 871 | 131.0 | 137.0 | —207 | 68 | —411 | —436 |
| | 3 mos. | 353 | 1,544 | 179 | 1,770 | 1,816 | 551 | 577 | 82 | 397 | 369 | 78 | 25 | 1,418 | 2,544 | 2,542 | 143.8 | 140.0 | —774 | 204 | —1,392 | —1,362 |
| Piedmont & Northern | March | 126 | 497 | .... | 507 | 460 | 43 | 42 | 5 | 39 | 27 | 19 | 31 | 91 | 238 | 215 | 47.0 | 46.7 | 269 | 138 | 79 | 80 |
| | 3 mos. | 126 | 1,497 | .... | 1,528 | 1,337 | 125 | 139 | 14 | 93 | 85 | 28 | 93 | 268 | 689 | 659 | 45.1 | 49.3 | 839 | 427 | 260 | 193 |
| Pittsburgh & West Virginia | March | 132 | 746 | .... | 752 | 771 | 153 | 126 | 25 | 162 | 151 | 45 | 78 | 231 | 685 | 635 | 91.0 | 82.4 | 67 | 38 | 62 | 92 |
| | 3 mos. | 132 | 2,044 | .... | 2,076 | 2,272 | 424 | 371 | 74 | 473 | 456 | 136 | 232 | 685 | 1,998 | 1,895 | 96.3 | 83.4 | 78 | 42 | 117 | 257 |
| Reading | March | 1,303 | 8,231 | 533 | 9,385 | 9,530 | 1,084 | 1,769 | 199 | 1,871 | 1,813 | 499 | 198 | 4,202 | 7,832 | 8,662 | 83.5 | 90.9 | 1,553 | 567 | 613 | 425 |
| | 3 mos. | 1,303 | 23,305 | 1,559 | 26,666 | 28,042 | 3,084 | 4,375 | 588 | 5,262 | 5,405 | 1,391 | 570 | 12,372 | 22,671 | 24,911 | 85.0 | 88.8 | 3,995 | 1,134 | 1,783 | 1,620 |
| Richmond, Fred. & Potomac | March | 118 | 1,371 | 496 | 2,268 | 2,073 | 160 | 182 | 26 | 299 | 280 | 67 | 31 | 770 | 1,434 | 1,398 | 63.2 | 67.4 | 834 | 459 | 259 | 203 |
| | 3 mos. | 118 | 3,837 | 1,360 | 6,226 | 5,946 | 484 | 560 | 80 | 887 | 894 | 291 | 93 | 2,272 | 4,252 | 4,341 | 68.3 | 73.0 | 1,975 | 1,123 | 563 | 413 |
| Rutland | March | 391 | 399 | .... | 427 | 435 | 83 | 64 | 8 | 63 | 66 | 18 | 31 | 165 | 367 | 348 | 86.1 | 89.0 | 59 | 28 | 24 | 51 |
| | 3 mos. | 391 | 1,097 | .... | 1,173 | 1,117 | 233 | 234 | 24 | 184 | 176 | 53 | 99 | 488 | 1,072 | 1,070 | 91.4 | 95.8 | 101 | 84 | —5 | —59 |
| St. Louis-San Francisco | March | 4,577 | 9,581 | 166 | 10,472 | 8,882 | 1,676 | 1,033 | 263 | 1,638 | 1,532 | 699 | 358 | 3,892 | 8,156 | 7,297 | 77.9 | 82.2 | 2,316 | 755 | 1,399 | 752 |
| | 3 mos. | 4,577 | 25,848 | 642 | 28,534 | 25,806 | 4,702 | 3,152 | 609 | 4,906 | 4,754 | 1,826 | 1,046 | 11,216 | 23,605 | 22,249 | 82.7 | 86.2 | 4,929 | 1,954 | 2,563 | 1,879 |
| St. Louis-S. F. & Texas | March | 143 | 435 | 3 | 464 | 373 | 30 | 67 | 4 | 26 | 25 | 1 | 23 | 152 | 243 | 276 | 52.3 | 73.9 | 221 | 83 | 65 | 16 |
| | 3 mos. | 143 | 1,289 | 9 | 1,367 | 1,029 | 73 | 127 | 11 | 85 | 85 | 3 | 71 | 444 | 707 | 785 | 51.7 | 76.3 | 660 | 257 | 296 | 28 |
| St. Louis Southwest. Lines | March | 1,556 | 5,664 | 4 | 5,737 | 5,176 | 604 | 722 | 77 | 674 | 730 | 190 | 184 | 1,871 | 3,518 | 3,463 | 61.3 | 66.9 | 2,218 | 1,021 | 949 | 756 |
| | 3 mos. | 1,556 | 15,664 | 15 | 15,917 | 14,834 | 1,770 | 2,079 | 212 | 1,968 | 2,104 | 560 | 565 | 5,417 | 10,244 | 10,221 | 64.4 | 68.9 | 5,673 | 2,500 | 2,407 | 2,023 |
| Savannah & Atlanta | March | 144 | 307 | .... | 323 | 301 | 56 | 55 | 2 | 66 | 56 | 19 | 16 | 108 | 259 | 243 | 89.3 | 89.7 | 64 | 27 | 32 | 35 |
| | 3 mos. | 144 | 889 | .... | 935 | 897 | 160 | 163 | 5 | 184 | 172 | 58 | 50 | 318 | 749 | 720 | 80.1 | 89.3 | 186 | 71 | 105 | 115 |
| Seaboard Air Line | March | 4,146 | 11,971 | 1,238 | 14,396 | 13,673 | 1,767 | 1,767 | 206 | 2,480 | 2,549 | 706 | 456 | 4,933 | 10,358 | 10,394 | 72.0 | 76.0 | 4,037 | 1,846 | 1,942 | 1,638 |
| | 3 mos. | 4,146 | 34,678 | 3,427 | 41,401 | 39,501 | 5,118 | 5,283 | 621 | 7,554 | 7,727 | 2,118 | 1,365 | 14,555 | 30,740 | 30,862 | 74.2 | 78.1 | 10,661 | 4,894 | 5,119 | 4,650 |
| Southern Railway | March | 6,269 | 21,239 | 728 | 23,755 | 21,034 | 3,360 | 2,834 | 305 | 3,932 | 3,729 | 955 | 492 | 7,138 | 16,182 | 15,138 | 68.1 | 72.0 | 7,572 | 3,337 | 3,570 | 3,181 |
| | 3 mos. | 6,269 | 58,653 | 2,531 | 66,187 | 63,239 | 10,038 | 8,725 | 920 | 11,487 | 10,772 | 2,865 | 1,436 | 21,408 | 47,800 | 45,778 | 72.2 | 72.4 | 18,388 | 7,689 | 8,542 | 9,147 |
| Alabama Great Southern | March | 328 | 1,093 | 33 | 1,288 | 1,274 | 294 | 256 | 34 | 348 | 306 | 82 | 40 | 529 | 1,323 | 1,180 | 102.7 | 92.6 | —35 | 93 | —221 | —36 |
| | 3 mos. | 328 | 3,545 | 115 | 4,088 | 3,649 | 781 | 730 | 104 | 955 | 898 | 246 | 120 | 1,482 | 3,635 | 3,540 | 88.9 | 97.0 | 453 | 288 | —46 | —249 |
| Cinn., N. O. & Tex. Pac. | March | 337 | 3,209 | 59 | 3,484 | 3,290 | 641 | 601 | 80 | 807 | 656 | 222 | 82 | 929 | 2,662 | 2,374 | 76.4 | 72.2 | 822 | 363 | 587 | 689 |
| | 3 mos. | 337 | 9,095 | 224 | 9,925 | 9,542 | 1,779 | 1,743 | 219 | 2,249 | 1,894 | 666 | 242 | 2,680 | 7,499 | 7,096 | 75.6 | 74.4 | 2,426 | 1,005 | 1,690 | 1,783 |
| Georgia Southern & Florida | March | 397 | 770 | 29 | 883 | 672 | 153 | 156 | 11 | 86 | 79 | 11 | 23 | 270 | 691 | 570 | 68.1 | 84.8 | 281 | 55 | 80 | —102 |
| | 3 mos. | 397 | 2,260 | 98 | 2,597 | 2,198 | 426 | 463 | 31 | 246 | 236 | 32 | 67 | 778 | 1,689 | 1,757 | 65.0 | 79.9 | 908 | 132 | 235 | —197 |
| New Orleans & Northeastern | March | 203 | 765 | 22 | 865 | 1,078 | 221 | 128 | 22 | 207 | 162 | 83 | 27 | 264 | 800 | 621 | 92.5 | 57.6 | 65 | 85 | 22 | 185 |
| | 3 mos. | 203 | 2,370 | 86 | 2,671 | 2,665 | 642 | 447 | 66 | 611 | 461 | 249 | 78 | 784 | 2,329 | 1,927 | 87.2 | 72.3 | 343 | 254 | 146 | 245 |
| Southern Pacific | March | 8,071 | 42,478 | 2,084 | 46,958 | 38,718 | 5,347 | 4,966 | 536 | 10,179 | 9,011 | 2,425 | 855 | 17,266 | 35,776 | 32,165 | 76.2 | 83.1 | 11,182 | 5,721 | 5,124 | 3,275 |
| | 3 mos. | 8,071 | 115,332 | 6,081 | 128,547 | 115,472 | 15,022 | 14,779 | 1,502 | 27,592 | 26,090 | 7,284 | 2,408 | 49,352 | 100,710 | 95,904 | 78.3 | 83.1 | 27,837 | 14,256 | 12,742 | 9,876 |
| Texas & New Orleans | March | 4,166 | 11,309 | 251 | 12,216 | 11,385 | 2,173 | 1,822 | 417 | 1,694 | 1,579 | 196 | 250 | 4,293 | 9,005 | 8,400 | 73.7 | 73.8 | 3,211 | 1,360 | 808 | 559 |
| | 3 mos. | 4,166 | 31,472 | 813 | 34,060 | 32,926 | 5,738 | 5,469 | 739 | 4,889 | 4,640 | 578 | 753 | 12,435 | 25,609 | 25,132 | 75.2 | 76.3 | 8,451 | 3,431 | 1,900 | 1,073 |
| Spokane International | March | 150 | 399 | .... | 408 | 418 | 61 | 63 | 3 | 31 | 30 | 14 | 5 | 78 | 186 | 220 | 45.5 | 52.6 | 223 | 118 | 89 | 89 |
| | 3 mos. | 150 | 860 | .... | 883 | 1,038 | 132 | 176 | 9 | 97 | 96 | 41 | 16 | 207 | 485 | 608 | 54.9 | 58.5 | 398 | 193 | 152 | 179 |
| Spokane, Portland & Seattle | March | 936 | 2,556 | 52 | 2,775 | 2,497 | 451 | 463 | 59 | 458 | 354 | 128 | 33 | 1,050 | 2,070 | 1,928 | 74.6 | 77.2 | 705 | 258 | 374 | 291 |
| | 3 mos. | 936 | 7,307 | 193 | 8,004 | 7,346 | 1,276 | 1,242 | 188 | 1,428 | 1,391 | 384 | 100 | 2,962 | 6,107 | 5,965 | 76.3 | 81.2 | 1,896 | 705 | 965 | 603 |
| Tennessee Central | March | 284 | 352 | .... | 364 | 341 | 43 | 37 | 5 | 52 | 50 | 22 | 19 | 122 | 259 | 247 | 71.2 | 72.6 | 105 | 23 | 39 | 32 |
| | 3 mos. | 284 | 1,020 | .... | 1,060 | 985 | 115 | 150 | 15 | 162 | 153 | 65 | 56 | 365 | 772 | 785 | 72.9 | 79.6 | 287 | 68 | 95 | 4 |
| Texas & Pacific | March | 1,831 | 5,816 | 253 | 6,711 | 6,318 | 867 | 781 | 117 | 1,067 | 1,061 | 270 | 204 | 2,628 | 5,123 | 4,832 | 76.3 | 76.5 | 1,587 | 637 | 480 | 378 |
| | 3 mos. | 1,831 | 16,705 | 892 | 19,275 | 18,945 | 2,280 | 2,377 | 314 | 3,229 | 3,264 | 810 | 615 | 7,748 | 14,974 | 14,571 | 77.7 | 76.9 | 4,301 | 1,604 | 1,119 | 1,081 |
| Texas Mexican | March | 161 | 346 | .... | 377 | 300 | 58 | 53 | 6 | 36 | 35 | 11 | 12 | 92 | 221 | 196 | 58.6 | 65.5 | 156 | 65 | 45 | 28 |
| | 3 mos. | 161 | 797 | .... | 884 | 941 | 169 | 169 | 17 | 101 | 101 | 34 | 37 | 257 | 634 | 603 | 71.6 | 64.0 | 251 | 99 | 41 | 87 |
| Toledo, Peoria & Western | March | 239 | 635 | .... | 651 | 652 | 84 | 86 | 7 | 41 | 60 | 13 | 54 | 175 | 398 | 404 | 61.1 | 61.9 | 253 | 108 | 82 | 74 |
| | 3 mos. | 239 | 1,778 | .... | 1,828 | 1,809 | 218 | 219 | 20 | 147 | 179 | 38 | 154 | 502 | 1,153 | 1,139 | 63.1 | 62.9 | 675 | 289 | 196 | 189 |
| Union Pacific | March | 9,759 | 40,175 | 1,806 | 45,031 | 38,803 | 5,622 | 4,834 | 590 | 8,352 | 6,964 | 2,173 | 1,278 | 14,772 | 32,264 | 28,647 | 71.6 | 73.8 | 12,767 | 7,202 | 3,721 | 3,057 |
| | 3 mos. | 9,756 | 110,744 | 5,456 | 124,603 | 111,825 | 15,555 | 13,889 | 1,734 | 24,436 | 21,071 | 6,468 | 3,742 | 42,798 | 93,227 | 84,591 | 74.8 | 75.6 | 31,376 | 17,846 | 8,608 | 7,079 |
| Virginian | March | 608 | 3,696 | .... | 3,836 | 4,213 | 576 | 424 | 104 | 759 | 695 | 286 | 64 | 810 | 2,331 | 2,209 | 69.8 | 52.2 | 1,505 | 742 | 991 | 1,111 |
| | 3 mos. | 608 | 11,181 | .... | 11,628 | 12,817 | 1,583 | 1,491 | 265 | 2,176 | 2,172 | 845 | 185 | 2,445 | 6,770 | 6,994 | 58.2 | 53.9 | 4,857 | 2,465 | 3,038 | 3,273 |
| Wabash | March | 2,392 | 8,808 | 396 | 10,247 | 9,352 | 1,182 | 1,030 | 125 | 1,509 | 1,514 | 449 | 361 | 4,736 | 8,231 | 7,659 | 89.3 | 82.0 | 2,016 | 623 | 497 | 361 |
| | 3 mos. | 2,392 | 25,078 | 1,250 | 29,182 | 27,370 | 3,489 | 3,050 | 375 | 4,316 | 4,453 | 1,344 | 1,070 | 13,872 | 24,075 | 22,597 | 82.5 | 82.6 | 5,107 | 1,848 | 1,125 | 885 |
| Ann Arbor | March | 294 | 718 | .... | 725 | 721 | 78 | 70 | 7 | 170 | 166 | 45 | 34 | 368 | 676 | 655 | 93.2 | 90.9 | 49 | 56 | —21 | —5 |
| | 3 mos. | 294 | 2,104 | .... | 2,125 | 2,148 | 241 | 204 | 20 | 464 | 480 | 109 | 105 | 1,068 | 1,944 | 1,917 | 91.5 | 89.2 | 181 | 164 | —13 | 32 |
| Western Maryland | March | 844 | 4,513 | .... | 4,627 | 3,933 | 604 | 538 | 47 | 818 | 745 | 283 | 122 | 1,393 | 3,161 | 2,925 | 68.3 | 74.4 | 1,465 | 813 | 1,016 | 827 |
| | 3 mos. | 844 | 11,948 | .... | 12,290 | 11,292 | 1,722 | 1,601 | 141 | 2,522 | 2,329 | 848 | 379 | 4,021 | 9,316 | 8,871 | 75.8 | 78.6 | 2,974 | 1,693 | 2,339 | 2,077 |
| Western Pacific | March | 1,190 | 4,659 | 152 | 4,913 | 4,036 | 491 | 545 | 87 | 688 | 705 | 216 | 269 | 1,590 | 3,341 | 3,231 | 68.0 | 89.0 | 1,572 | 717 | 759 | 452 |
| | 3 mos. | 1,190 | 12,357 | 433 | 13,094 | 11,722 | 1,493 | 1,744 | 243 | 2,033 | 1,980 | 649 | 704 | 4,562 | 9,677 | 9,639 | 73.9 | 82.2 | 3,417 | 1,565 | 1,706 | 1,112 |
| Wisconsin Central | March | 1,031 | 2,597 | 12 | 2,749 | 2,616 | 339 | 329 | 43 | 465 | 463 | 108 | 102 | 1,226 | 2,287 | 2,158 | 83.2 | 82.5 | 463 | 188 | 99 | 48 |
| | 3 mos. | 1,031 | 7,077 | 40 | 7,508 | 7,577 | 943 | 999 | 131 | 1,374 | 1,487 | 324 | 295 | 3,543 | 6,596 | 6,612 | 87.9 | 87.3 | 912 | 523 | —103 | —168 |

# MARKET OUTLOOK *at a glance*

## Carloadings Drop 1.2% Below Previous Week's

Loadings of revenue freight in the week ended May 23 totaled 685,745 cars, the Association of American Railroads announced on May 28. This was a decrease of 8,635 cars, or 1.2%, compared with the previous week; an increase of 115,320 cars, or 20.2% compared with the corresponding week last year; and a decrease of 37,158 cars, or 5.1% compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended May 16 totaled 694,380 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 16

| District | 1959 | 1958 | 1957 |
|---|---|---|---|
| Eastern ..... | 103,190 | 85,915 | 114,266 |
| Allegheny ..... | 132,337 | 96,819 | 141,757 |
| Pocahontas .... | 56,328 | 43,983 | 64,102 |
| Southern ..... | 119,137 | 105,659 | 122,748 |
| Northwestern .. | 111,570 | 75,301 | 115,743 |
| Central Western | 120,052 | 105,835 | 111,281 |
| Southwestern .. | 51,766 | 47,528 | 52,247 |
| Total Western Districts ..... | 283,388 | 228,664 | 279,271 |
| Total All Roads | 694,380 | 561,040 | 722,144 |
| Commodities: | | | |
| Grain and grain products .... | 48,819 | 44,457 | 47,911 |
| Livestock ..... | 5,272 | 5,269 | 5,643 |
| Coal ..... | 109,706 | 98,596 | 132,715 |
| Coke ..... | 11,502 | 5,434 | 11,114 |
| Forest Products. | 40,697 | 34,879 | 39,737 |
| Ore ..... | 81,621 | 31,089 | 80,570 |
| Merchandise l.c.l. | 41,728 | 44,754 | 54,860 |
| Miscellaneous .. | 355,035 | 296,562 | 349,594 |
| May 16 ..... | 694,380 | 561,040 | 722,144 |
| May 9 ..... | 677,398 | 535,579 | 723,317 |
| May 2 ..... | 674,123 | 533,205 | 718,986 |
| April 25 ..... | 647,282 | 533,851 | 690,789 |
| April 18 ..... | 633,546 | 534,507 | 686,950 |
| Cumulative total, 20 weeks ... | 11,966,907 | 10,712,650 | 13,487,352 |

**PIGGYBACK CARLOADINGS.**—U. S. piggyback loadings for the week ended May 16 totaled 8,723 cars, compared with 5,084 for the corresponding 1958 week. Loadings for 1959 up to May 16 totaled 147,299 cars, compared with 91,240 for the corresponding period of 1958.

**IN CANADA.**—Carloadings for the seven-day period ended May 14 totaled 77,315 cars, compared with 75,395 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada: | | |
| May 14, 1959 .... | 77,315 | 27,314 |
| May 14, 1958 .... | 74,984 | 27,283 |
| Cumulative Totals: | | |
| May 14, 1959 ..... | 1,288,971 | 532,581 |
| May 14, 1958 ..... | 1,276,514 | 548,463 |

# New Equipment

**FREIGHT-TRAIN CARS**

► *Reading.*—Will build 500 new steel hopper cars at its Reading, Pa., shops, at a cost of $3,350,000. Also plans to repair 5,000 hopper, gondola and box cars at its Reading and St. Clair, Pa., shops at a cost of about $4,750,000.

► *Union Tank Car.*—Will build 36 new tank cars: 32 type 111A-100W1, 20,000-gal. general-purpose cars of "Hot Dog" design; 2 type 103AWL 10,000-gal. cars of conventional design; and 2 type 103AWL 8,000-gal. cars, also of conventional design. All 36 cars will be of aluminum construction. Cars are in the engineering stage, have not yet been assigned to any shop.

► *Wabash.*—Increased from 150 to 200 previous order for 60-ft, 50-ton flat cars from Decatur shops (RA, Apr. 13, p. 39). Road also ordered 75 trailers for piggyback service from Baker Trailer & Body Company: 50 40-ft, tandem axle, lined, closed volume vans of high cubical capacity; and 25 35-ft, tandem axle open-top units with low removable sides. Deliveries will be completed in June (35-ft units) and August (40-ft vans).

**LOCOMOTIVES**

► *Locomotive Ownership and Condition.*—Steam locomotives owned or leased by Class I roads on April 1 totaled 1,198, a drop of 915 from April 1, 1958, according to AAR quarterly summary; diesel ownership rose by 271 units and electric units declined.

| | *Owned or Leased April 1* | | *Stored Serviceable April 1* | | *Waiting Shops April 1* | |
|---|---|---|---|---|---|---|
| | *1959* | *1958* | *1959* | *1958* | *1958* | *1958* |
| Diesel (Units) ..... | 27,837 | 27,566 | 26,365 | 1,033 | 1,472 | 1,182 |
| Steam (Locomotives) | 1,198 | 2,113 | 404 | 1,008 | 548 | 568 |
| Electric (Units) .... | 558 | 568 | 51 | 38 | 101 | 82 |

# New Facilities

► *Canadian National.*—Awarded contracts totaling approximately $250,000 for construction of three buildings (yard office, hump office, retarder control tower) at Moncton, N.B., hump yard. Work is scheduled for completion by autumn.

► *Canadian Pacific.*—Will begin work on a three-year program to re-line the tunnel at Mile 71.3, Princeton Subdivision. Total cost will be approximately $570,000, of which an estimated $205,000 will be spent in 1959. CPR will continue a 10-year program to re-line the two spiral tunnels near Field, B.C. Work on the lower tunnel has been completed; re-lining job covering 3,000 ft of the upper tunnel will begin this year. Total cost is estimated at $900,000, of which $270,000 will be spent this year renewing 800-ft of lining.

► *Kansas City Terminal.*—Will repair a viaduct over KCT tracks at a cost of $82,500 divided equally between the railway and the city of Kansas City, Mo.

*(Continued on following page)*

a RAILWAY AGE time-saver page

# MARKET OUTLOOK (continued)

► *Lake Superior & Ishpeming.*—Improvement program at West Yard, Marquette, Mich., will include construction of new yardmaster's and dispatching office, installation of base radio station and other communications facilities, installation of five remote-controlled, power switches (first on the system) and one spring switch. Project is designed to speed movement of ore trains into and out of ore dock and to speed movement of empties from dock to outbound yard. LS&I will also purchase additional base radio stations, mobile units and portable units to provide complete dispatcher-controlled radio coverage, with all locomotives and some cabooses radio equipped.

► *Northern Pacific.*—Will remove second main track and install ATB signal system between St. Paul and White Bear Lake, Minn., at a cost of $182,000. Other major NP projects: construction of a line change at Custer, Mont., to reduce curvature, $88,000; replacement of a track scale with a 72-ft conventional scale at Duluth Rice's Point, Minn., $78,000; construction of pre-fab building and installation of a wheel truing machine for diesel locomotives at Livingston, Mont., $227,000; abandonment of steam power plant facilities and modernization of heating, water and compressed air facilities at 11 terminals, $740,000.

► *Southern Pacific.*—Will construct a heavy repair shop at Tucson, Ariz., for Pacific Fruit Express refrigerator cars. Cost is estimated at $840,000. PFE shop for repairing mechanical refrigeration units is also being built at Tucson.

## Dividends Declared

**KANSAS CITY SOUTHERN.**—common, $1, quarterly, payable June 15 to holders of record May 29; 4% non-cumulative preferred, 50¢, quarterly, payable July 15 to holders of record June 30.

**LITTLE MIAMI.**—original shares, $1.10, payable June 10 to holders of record May 15.

**MISSOURI PACIFIC.**—60¢, quarterly, payable July 1 to holders of record June 17.

**MOBILE & BIRMINGHAM.**—4% preferred, $2, semiannual, payable July 1 to holders of record June 1.

**NEW YORK, CHICAGO & ST. LOUIS.**—50¢, quarterly, payable July 1 to holders of record May 29.

**NORFOLK SOUTHERN.**—stock dividend, subject to ICC approval, 2½%, payable June 26 to holders of record June 15.

**NORFOLK & WESTERN.**—90¢, quarterly, payable June 10 to holders of record May 14.

**NORTHERN CENTRAL.**—$2, semiannual, payable July 15 to holders of record June 30.

**NORTH PENNSYLVANIA.**—$1, quarterly, paid May 25 to holders of record May 18.

**PITTSBURGH, FT. WAYNE & CHICAGO.**—common, $1.75, quarterly; 7% preferred, $1.75, quarterly, both payable July 1 to holders of record June 10.

**PITTSBURGH, YOUNGSTOWN & ASHTABULA.**—7% preferred, $1.75, quarterly payable June 1 to holders of record May 20.

**SOUTHERN.**—70¢, quarterly, payable June 15 to holders of record May 15.

**SOUTHERN PACIFIC.**—75¢, quarterly, payable June 15 to holders of record May 25.

**SPOKANE INTERNATIONAL.**—30¢, quarterly, payable Apr. 1, July 1, Oct. 1 and Dec. 15, to holders of record Mar. 13, June 12, Sept. 14 and Dec. 1, respectively; 30¢ extra, paid Apr. 1 to holders of record Mar. 13.

**UNITED NEW JERSEY RR & CANAL.**—$2.50, quarterly, payable July 10 to holders of record June 19.

**VIRGINIAN.**—50¢, quarterly, payable June 12 to holders of record May 29.

**WEST JERSEY & SEASHORE.**—$1.50, semiannual payable July 1 to holders of record June 15.

**WESTERN PACIFIC.**—75¢, quarterly, paid May 15 to holders of record May 1.

# How RRs Spent $1.2 Billion

**PURCHASES OF FUEL, MATERIAL AND SUPPLIES**
**Railways of Class I—Calendar Years of 1958 and 1957**

| Item | 1958 | 1957 |
|---|---|---|
| **FUEL:** | | |
| Bituminous coal | $21,411,000 | $48,192,000 |
| Anthracite coal | 3,231,000 | 3,527,000 |
| Fuel oil—Residual | 10,976,000 | 16,939,000 |
| Fuel oil—Diesel | 324,925,000 | 374,187,000 |
| Gasoline | 10,338,000 | 11,336,000 |
| All other (coke, wood, fuel for illumination) | 5,046,000 | 5,779,000 |
| Total fuel | 375,927,000 | 459,960,000 |
| **FOREST PRODUCTS:** | | |
| Cross ties (treated and untreated) | $39,271,000 | $70,369,000 |
| Switch & bridge ties (treated and untreated) & timber | 11,179,000 | 20,791,000 |
| Lumber (equipment, rough and finished) | 16,880,000 | 28,074,000 |
| Other forest products | 8,425,000 | 9,230,000 |
| Total forest products | 75,755,000 | 128,464,000 |
| **IRON AND STEEL PRODUCTS:** | | |
| Steel rail (new and second hand, except scrap) | $41,953,000 | $90,786,000 |
| Wheels, axles and tires | 52,052,000 | 83,421,000 |
| Frogs, switches and crossings, and parts of same | 14,050,000 | 31,586,000 |
| Track fastenings, track bolts, spikes, etc. | 34,716,000 | 70,563,000 |
| Iron bridges, turntables & struct. steel, all kinds | 7,101,000 | 9,658,000 |
| Bar iron and steel, spring steel, tool steel, unfabricated rolled shapes, wire netting and chain, except light coil; boiler, firebox, tank, and sheet iron and steel, all kinds | 19,120,000 | 61,677,000 |
| Forgings and pressed steel parts for locomotives | 3,264,000 | 1,067,000 |
| Car forgings, iron and steel, and fabricated or shaped steel, for passenger and freight cars | 24,077,000 | 50,242,000 |
| Flues and tubes for locos. & stationary boilers | 537,000 | 1,355,000 |
| Bolts, nuts, washers, rivets, lag screws, pins & studs | 5,975,000 | 9,987,000 |
| Springs, helical and elliptical, all kinds for locomotives and cars | 3,669,000 | 6,315,000 |
| Locomotive and car castings, beams, couplers, frames and car roofs | 52,112,000 | 97,396,000 |
| Track and roadway tools, all kinds, including hand and power operated tools, miscellaneous roadway material and fencing. Motor, hand, push and trailer cars, and parts for same | $13,852,000 | $18,933,000 |
| Machinery and repair parts | 18,456,000 | 29,962,000 |
| Pipe, iron and steel, and fittings, all kinds | 5,717,000 | 8,863,000 |
| Hardware, all kinds, including nails | 6,460,000 | 10,808,000 |
| Hand & small machine tools, such as drills, taps, reamers, dies, chasers, including air tools & parts | 9,118,000 | 13,226,000 |
| All other iron and steel products, including pig iron, cast iron water pipe and culvert pipe | 8,157,000 | 12,966,000 |
| Total iron and steel products | 320,386,000 | 608,811,000 |
| **MISCELLANEOUS:** | | |
| Cement, lime, plaster, bldg. brick & other bldg. matls., except cast iron water pipe and culvert pipe | $7,148,000 | $10,011,000 |
| Lubricating oils and grease; illuminating oils; boiler compound; waste | 45,401,000 | 53,806,000 |
| Non-ferrous metal and non-ferrous metal products | 25,895,000 | 36,940,000 |
| Ballast | 16,942,000 | 24,282,000 |
| Electrical materials including electrical material for Diesel locomotives | 43,025,000 | 58,296,000 |
| Stationery and printing | 29,947,000 | 37,825,000 |
| Commissary supplies for dining cars & restaurants | 25,392,000 | 30,638,000 |
| Rubber and leather goods | 6,934,000 | 11,088,000 |
| Glass, drugs, chemicals, including chemicals for timber treatment; painters' supplies | 34,480,000 | 47,279,000 |
| Arch brick for locomotives | 237,000 | 985,000 |
| Passenger car trimmings | 8,510,000 | 13,690,000 |
| Locomotive, train and station supplies | 19,793,000 | 28,372,000 |
| Interlocking and signal material | 32,326,000 | 53,659,000 |
| Telegraph, telephone and radio material | 10,825,000 | 14,277,000 |
| Air brake material | 13,335,000 | 22,468,000 |
| Standard & spec'l mechanical appliances for locos. | 3,638,000 | 5,833,000 |
| Automotive equip. & supplies, except diesel mat'l | 20,801,000 | 17,914,000 |
| Diesel material not elsewhere classified | 72,869,000 | 95,413,000 |
| All other miscellaneous purchases | 41,051,000 | 56,460,000 |
| Total miscellaneous purchases | 458,549,000 | 619,236,000 |
| Grand Total | $1,230,617,000 | $1,816,471,000 |

Source: Reports of the carriers to the Bureau of Railway Economics

## LABOR LEGISLATION

*(Continued from page 10)*

would give the ICC power to prescribe rules for the operation of track motor cars. S.1425 is already scheduled for hearing June 17 before the surface transportation subcommittee of the Senate's Committee on Interstate Commerce.

- H.R.5461 and S.1232, which would make the Hours of Service Act more restrictive.

"The rail safety outlook for the immediate future is bleak and will continue to worsen unless Congress and the Commission take immediate remedial action," Mr. Leighty also said.

The RLEA telegram to Mr. Eisenhower told the President that, in approving liberalization of the retirement and unemployment benefits, he had "put human needs before special interest pressures."

At his press conference, Mr. Leighty challenged railroad estimates of what the liberalizer will cost. He said the increased annual cost to the carriers would run between $90 million and $95 million.

Latest railroad estimate is that the cost will be $70.5-million for the rest of this year. It will rise to $121 million a year for 1960 and 1961; to $149 million a year for the 1962-64 period; to $191 million for 1965; to $219 million a year for the 1966-68 period; and to $247 million for 1969.

## GN Lets Shippers Know: More Cars Are Coming

Great Northern is letting its shippers know that their car supply requirements aren't being ignored. The road is placing display avertisements in some 1,200 daily and weekly newspapers and farm publications in North Dakota, Montana, Washington and Oregon. Theme of the ads: "Great Northern is doing its part to meet freight car needs."

The emphasis is on the road's 1959 car-building program (1,000 box cars, 250 stock cars, plus heavy repairs to 1,000 freight cars) and how it will benefit GN patrons.

Three ads are being used. Each is beamed at a specific regional audience —grain producers and handlers in North Dakota, the grain and lumber industries in Montana and the Pacific Northwest.

GN's parting note in the ads: "Given competitive equality with other forms of transportation and relief from costly, out-of-date working rules and practices, Great Northern and other railways could make even greater improvements in equipment and services. States, communities and the railways' customers and employees would benefit."

# PRR's Pevler to Head Wabash

Herman H. Pevler

Arthur K. Atkinson

Herman H. Pevler, vice president and regional manager of the Pennsylvania at Chicago, will succeed Arthur K. Atkinson as president of the Wabash July 1.

Mr. Atkinson was re-elected president and named to the position of chairman at a Wabash directors meeting May 21 aboard the new Ann Arbor car ferry "Arthur K. Atkinson." The announcement was then made that he will resign as president as of July 1 and continue as chairman. Mr. Atkinson joined Wabash in 1922 as assistant auditor, advanced through the accounting and finance departments and became president in 1947. He is also board chairman and president of eight subsidiary companies.

Mr. Pevler joined the PRR in 1927 and moved up through the engineering and operating departments. He has been vice president at Chicago for the past eight years.

Other step-ups at the Wabash include John L. Davidson, Jr., general counsel, who was elected vice president and general counsel, and John W. Ebert, comptroller, who becomes vice president and comptroller.

# IC Backs Two-Station Plan

The Illinois Central has formally proposed splitting most of Chicago's rail passenger service between two terminals—Union Station and the IC's own lakefront station. Three other roads—the New York Central, Baltimore & Ohio and Rock Island—have yet another proposition: eliminate Dearborn Station and transfer its traffic to LaSalle Street, Grand Central and Union Stations.

IC's plan would accomplish the city's objective: freeing for redevelopment railroad land occupied by three South Side terminals. IC estimates the cost of lakefront consolidation at $22.3 million with the existing station remodeled, $35.8 million with a new station. Cost totals include $3.9 million to accommodate Rock Island suburban service, but don't include value of the land (set at $15.1 million). Previously, engineers estimated a total cost of $158 million for moving all passenger service to Union Station except IC suburban and C&NW (RA, April 6, p. 32). The NYC-B&O-RI proposal would free about 75 acres, approximately half the total which would be gained by eliminating all three South Side terminals.

Illinois Central hasn't figured costs for Union Station improvements under the two-station proposal. But under the proposed allocation of through trains, CUS would take on only 95—36 more than are being handled now. The lakefront station, accommodating 26 through trains now, would get 73 additional trains for a total 99.

Only Rock Island, Santa Fe and Wabash trains would be transferred from existing stations to Chicago Union. All other through trains in the LaSalle Street-Dearborn-Grand Central station group would move to the lakefront, along with the Rock Island suburban service. PRR, Burlington, Milwaukee and GM&O would continue to use CUS.

According to IC, existing track connections could be used to route Erie, C&O, B&O, Monon, NYC, GTW, NKP and Soo Line onto Illinois Central tracks. New connections would have to be built only for C&EI, C&WI and Rock Island suburban.

In IC's opinion, bringing RI suburban trains into a lakefront station would be "considerably more economical from a first-cost standpoint than is the . . . plan of handling the business in the Union Station."

IC points out that "no estimates have been made of the operating cost of the proposed terminal and no consideration has been given to trackage charges which will be incurred or eliminated by the change in stations. It is believed, however, that when costs are finally developed, they will compare favorably with existing costs when due consideration is given to reduction in maintenance, reduction in schedule time and other economies which will result from the consolidation of service at Central and Union Stations."

Big advantages of the three-road proposition would be its economy and simplicity. Heavy expenditures for station improvements and new track connections wouldn't be required. Operationally, the move could be made on short notice.

Ernest L. Potarf
Burlington

Herman E. Buchheim
M C

V. E. Glosup
Milwaukee

William P. Weber
Seatrain

# People in the News

**AKRON, CANTON & YOUNGSTOWN.** — **E. C. Helland** appointed district traffic manager, Pittsburgh, Pa.

**ANN ARBOR.**—**R. P. Van Kirk** appointed general eastern agent, Woolworth building, New York, succeeding **Joseph V. Ryan,** who retired April 30.

**ATLANTIC COAST LINE.**—**Jack Cherry,** acting trainmaster, Charleston district, Florence, S. C., appointed trainmaster there. **W. O. Brinson** named trainmaster. Tampa district, Tampa, Fla.

**BALTIMORE & OHIO.**—**J. K. Thorney,** coal freight agent, Baltimore, Md., appointed general coal freight agent there, succeeding **S. I. Thompson,** retired. **E. C. Schroeder,** coal traffic agent, Detroit, succeeds Mr. Thorney as coal freight agent at Baltimore. **John W. Sayres,** freight representative, Minneapolis, promoted to district freight agent there, succeeding **H. G. Christianson,** retired.

**BURLINGTON.**—**Ernest L. Potarf,** general manager, Lines East, Chicago, appointed assistant vice president — operation there. Mr. Potarf's successor is **J. C. Starbuck,** assistant general manager, Omaha, Neb., who in turn is succeeded by **J. W. Terrill,** superintendent, Aurora and Lacrosse divisions. **C. J. Miller** named to replace Mr. Terrill. **J. E. Hamer** appointed superintendent, Ottumwa, Creston and St. Joseph divisions; **I. G. Toland,** Galesburg and Beardstown divisions; **I. C. Ethington,** Chicago division. **I. W. Crist** appointed superintendent of terminals, Lincoln, Neb.; **J. P. Nelson,** assistant superintendent, Aurora division; **R. G. Johnson,** assistant general superintendent of transportation, Chicago.

**CANADIAN NATIONAL.**—**Harold C. T. Boyd,** chief of research, Montreal, appointed chief of special research projects. **John H. Spicer,** chief budget officer, Montreal, named chief of engineering economics.

**CANADIAN PACIFIC.**—**D. N. Macleod,** general superintendent communications, Prairie and Pacific regions, Winnipeg, Man., transferred to the Eastern region, Montreal, succeeding **L. A. Raymond,** who retired April 30. **Ernest Elsey,** superintendent communications, Manitoba district, Winnipeg, succeeds Mr. Macleod. **E. J. Awishus,** superintendent, communications, Algoma district, Sudbury, Ont., succeeds Mr. Elsey. **C. W. Taylor,** superintendent of broadcast services, Montreal, replaces Mr. Awishus. **G. G. Shaw,** assistant superintendent of broadcast services, Montreal, succeeds Mr. Taylor.

The CPR has announced reorganization of its territorial administration, effective July 1. The present eight districts which merge into three regions will be replaced by four regions having direct control of the 32 operating divisions. The new Atlantic region, with headquarters at Montreal, will comprise lines east from Ottawa to the Atlantic coast, including the Quebec Central, the Dominion Atlantic and the Bay of Fundy Steamship Service. The Eastern region, with headquarters at Toronto, will comprise lines west of Ottawa to the Lakehead, including the CP Electric Lines in Southern Ontario and Great Lakes Steamship Service. The Prairie region, with headquarters at Winnipeg will comprise lines between the Lakehead and the Saskatchewan-Alberta border. The enlarged Pacific region, with headquarters at Vancouver, will comprise the territory west of the Saskatchewan-Alberta border to the Pacific coast, including British Columbia Coast Steamship Service, B.C. Lake and River Service and the Esquimalt & Nanaimo Ry. on Vancouver Island.

**A. Ross** appointed assistant purchasing agent, Vancouver, B. C., succeeding **F. J. Short,** retired. **J. M. Coridor** named lumber buyer, Vancouver, replacing **J. C. Graves,** retired.

**R. D. Matthews,** general passenger agent, Winnipeg, Man., transferred to Toronto, Ont., succeeding **W. D. Buchanan,** who retired May 31. **G. W. Cleland,** assistant general passenger agent, Vancouver, B. C., succeeds Mr. Matthews at Winnipeg. **H. I. Saunders,** assistant general passenger agent, Winnipeg, transferred to Vancouver to succeed Mr. Cleland. **A. K. Stewart,** district passenger agent, Calgary, Alta., replaces Mr. Saunders. **Harry Newton,** district passenger agent, Victoria, B. C., succeeds Mr. Stewart. **C. N. Holt,** general agent, passenger department, Winnipeg named general agent, Victoria, B. C. **E. C. Johnson,** city passenger agent, Edmonton, Alta., named general agent, Winnipeg.

**CHESAPEAKE & OHIO.**—**H. B. Orr,** division engineer, Clifton Forge, Va., appointed assistant chief engineer, Detroit, succeeding **C. B. Porter,** named assistant general real estate agent, Huntington, W. Va.

**J. H. Workman** appointed general foreman, Columbus, Ohio, succeeding **A. W. Fisher,** general foreman, and **L. P. Reed,** master mechanic, both retired.

**J. B. Regan,** trainmaster, Handley, W. Va., named terminal trainmaster, Columbus, Ohio, replacing **L. P. Fussinger,** retired. **R. W. Vawter** succeeds Mr. Regan.

**CHICAGO & EASTERN ILLINOIS.**—**T. A. Cronin** appointed freight sales manager, Terre Haute, Ind., to succeed **P. W. Reder,** who retired April 30. **Walter M. Slavik** named freight sales manager, New York, replacing **J. P. Quinn,** resigned.

**R. C. Keister** appointed to the newly created position of manager—freight service and equipment, Chicago. **L. H. Johnson** named assistant general freight agent, rates, Chicago, succeeding **F. J. Branecki,** promoted to general freight agent, rates there.

**CHICAGO & NORTH WESTERN.**—**Edward E. Harney,** division freight agent, St. Louis, appointed to the newly created position of administrative officer in the office of vice president in charge of traffic, Chicago.

**I. Robert Ballin,** partner in the firm of Purtell-Ballin, appointed to newly created position of director of real estate sales, C&NW.

The following appointed general agents: **Henry J. Brugenhemke,** Green Bay, Wis.; **Leonard V. Caverly,** Rochester, Minn.; **Leland F. Wall,** Winona, Minn.

**CLINCHFIELD.**—**C. S. Belcher,** general freight agent, Erwin, Tenn., appointed assistant traffic manager—rates and divisions, succeeding **Edwin P. Cobb,** who retired May 1. **G. W. Guinn, Jr.,** assistant to general freight agent, named assistant to traffic manager and is succeeded by **W. M. Snodgrass. C. H. Hager** appointed assistant general freight agent, succeeding **G. C. Starr, promoted.**

**DULUTH, SOUTH SHORE & ATLANTIC.**—**Richard A. Walton** appointed general agent, Cleveland.

**ELGIN, JOLIET & EASTERN.**—**M. G. Lupo** appointed general freight agent, Chicago, replacing **Frank W. Bittner,** who retired March 31. **C. W. Weiss** named assistant general freight agent, and **W. J. Wesley** appointed general agent, both at Chicago.

**FRISCO.**—**H. J. Lovelady,** superintendent, Northern division, Fort Scott, Kan., transferred to the Eastern division, Springfield, Mo., succeeding **E. O. Daughtrey,** who retired May 1. **H. L. Gastler,** superintendent, Western division, Enid, Okla., named to replace Mr. Lovelady, and in turn is replaced by **R. H. Paschal,** assistant superintendent, Amory, Miss. Mr. Paschal's successor is **L. T. Ables,** terminal trainmaster, Kansas City, Mo., who in turn is succeeded by **R. L. Buchanan. L. T. Hutchison** appointed terminal trainmaster, St. Louis.

**D. R. Gipson** appointed methods analyst, Springfield, Mo. **M. L. Lamkin** named assistant methods engineer, St. Louis.

**ILLINOIS TERMINAL.**—**William A. Nelson, Jr.** elected vice president—traffic, St. Louis, to replace the late **E. G. Wangelin. A. S. Taylor,** assistant general traffic manager, appointed assistant to vice president—traffic, St. Louis, and his former position abolished. **W. R. Lankford,** general freight agent, St. Louis, named freight traffic manager there. **William J. Resetarits,** freight claim agent, St. Louis, succeeds Mr. Lankford.

**JERSEY CENTRAL.**—**Joseph R. Walsh,** assistant division freight agent, Elizabeth, N.J., named trainmaster, Ashley, Pa., succeeding **James J. Bickel.**

**LOUISVILLE & NASHVILLE.**—**S. P. Strickland,** assistant superintendent, Cincinnati division, Latonia, Ky., appointed assistant director of personnel, Louisville, **E. H. Civils,** trainmaster, Mobile, Ala., succeeds Mr. Strickland. **J. R. Parsons, Jr.,** assistant trainmaster, Birmingham, Ala., replaces Mr. Civils.

**Douglas C. Lanier,** district passenger agent, Mobile, appointed district freight and pas-

senger agent there. **Alvin J. Angel** named freight traffic agent, New Orleans, La.

**MAINE CENTRAL.—Herman E. Buchheim,** assistant sales manager of the **Rutland** at Rutland, Vt., appointed sales manager of the Maine Central, Portland, Me.

**MILWAUKEE.—V. E. Glosup,** engineer in charge of maintenance of way, appointed general manager, Lines East, Chicago, to replace the late **P. J. Weiland** (RA, May 4, p. 35). **J. T. Hansen,** superintendent, Coast division, Tacoma, Wash., transferred to the Iowa, Minnesota and Dakota division, Austin, Minn., succeeding **W. J. Hotchkiss,** retired. Mr. Hansen's successor is **N. H. McKegney,** superintendent, Chicago Terminals — Terre Haute division, Bensenville, Ill., who in turn is replaced by **D. O. Burke,** assistant superintendent, Iowa division, Perry, Ia. **R. A. Middleton** transferred from the Hastings and Dakota division, Montevideo, Minn., to succeed Mr. Burke, and in turn is succeeded by **R. J. Dimmitt,** traveling engineer and assistant superintendent, Mitchell S.D. **P. M. Loftus,** roadmaster, Sanborn, Ia., named trainmaster-roadmaster, Mitchell.

**MISSOURI PACIFIC.—R. H. Carpenter,** district engineer, Southern district, Little Rock, Ark., appointed engineer maintenance of way, St. Louis, to succeed **A. B. Chaney,** retired. **R. J. Kemper,** division engineer, Omaha division, Falls City, Neb., named to succeed Mr. Carpenter, and in turn is replaced by **P. P. Wagner, Jr.,** division engineer, Memphis, Tenn. **T. L. Gibson** named to succeed Mr. Wagner.

**A. O. Selover,** general livestock agent, Kansas City, Mo., retired June 1.

**Barney Gregory** appointed assistant to merchandise traffic manager, St. Louis, succeeding the late **Otto C. Haenni, Jr.**

Effective May 1, **E. McNabb** resumed as terminal master mechanic, Little Rock Terminal, North Little Rock, Ark., replacing **J. D. Hope** (RA, Feb. 16, p. 56).

**MONON.—Charles C. Dawes,** treasurer and manager, industrial and real estate department, Chicago, elected vice president. **Rudolph H. Grabow** appointed manager, industrial and real estate department, 305 Stone City National Bank building, Bedford, Ind.

**A. C. Streetz** appointed paymaster and IBM manager, Chicago, to replace the late **J. J. Hrivnak.**

**Otto Klein,** assistant to freight traffic manager, Chicago, appointed assistant general freight agent there, to succeed **R. E. Irons,** promoted. **P. G. Nagle** named to replace Mr. Klein.

**MONTPELIER & BARRE.—Benjamin S. Sloboda** appointed general superintendent, Montpelier, Vt., with jurisdiction over the mechanical and operating departments.

**NEWBURGH & SOUTH SHORE—DONORA SOUTHERN — LAKE TERMINAL — McKEESPORT CONNECTING — NORTHAMPTON & BATH — HANNIBAL CONNECTING.—H. J. Grance,** secretary and treasurer, Pittsburgh, Pa., retired May 31.

**NICKEL PLATE.—Robert G. Wood** appointed general agent, Los Angeles, Cal., succeeding **M. L. Becker.**

**NORTHERN PACIFIC.—Richard A. Beulke,** district claim agent, Livingston, Mont., elected assistant secretary, St. Paul, succeeding **Hugh McLeod,** named executive assistant and assistant secretary, New York.

**Paul S. Burke,** auditor of taxes, St. Paul, appointed assistant comptroller, succeeding **Carl Pace,** who retired May 1. **H. N. Fodness,** special accountant, named to succeed Mr. Burke.

**QUANAH, ACME & PACIFIC.**—The Chicago office has been moved to 231 South LaSalle Street, Room 1035.

**SEATRAIN LINES.—William P. Weber,** chief accounting officer and assistant treasurer, New York, elected treasurer and chief accounting officer.

**SOUTHERN.—James M. Peek,** general division engineer, Charlotte, N.C., appointed assistant chief engineer, maintenance of way and structures, Knoxville, Tenn. **Philip T. Sarris,** assistant division engineer, Knoxville, promoted to division engineer there.

**W. Harold Wood,** terminal trainmaster, Birmingham, Ala., transferred to Asheville, N.C.

**SOUTHERN PACIFIC.—Lawrence E. Hoyt,** assistant manager of industrial development, San Francisco, promoted to manager of industrial development, succeeding **C. D. Lafferty,** retired (RA, April 27, p. 65.) **D. E. Porter,** industrial agent—central district, San Francisco, named to succeed Mr. Hoyt, and in turn is replaced by **Daniel T. Daggett,** assistant to manager of industrial development. Mr. Daggett's successor is **F. T. Kearns,** assistant industrial agent, who in turn is succeeded by **A. J. Grennan.**

**E. E. Hinchman,** superintendent, Mechanical department, Southern district, Los Angeles, retired May 31.

**Herman A. Nelson,** auditor of miscellaneous accounts, San Francisco, appointed assistant general auditor there. **George Trabert,** auditor of passenger accounts, named auditor of miscellaneous accounts.

**TEXAS & PACIFIC.—R. Holland Jones,** assistant general agent, Shreveport, La., appointed general agent, New Orleans, to succeed **Robert W. Gaines,** promoted to general freight agent, Chicago. **Milton N. LaCroix,** secretary to general passenger agent, Dallas, appointed soliciting freight agent, Fort Worth, Tex.

**Richard M. Cramer,** commercial agent, Chicago, appointed to the newly created position of general agent there. **Olon Owens,** traveling freight agent, Dallas, named general agent, Abilene, Tex., to succeed **H. E. DeLane,** who retires July 1.

**UNION PACIFIC.—Richard E. Hautzinger** appointed general traffic agent, Butte, Mont., succeeding **John D. Ford,** who retired May 31.

**WESTERN MARYLAND.—William C. Schafer,** freight traffic manager, Baltimore, appointed general traffic manager there. **Hector B. Gillespie,** assistant foreign traffic manager, New York, appointed freight sales manager, Baltimore. **Thomas C. Hamrick,** assistant to foreign traffic manager, New York, promoted to assistant foreign traffic manager and is succeeded by **John A. Guy.**

**Harold L. Ward** appointed assistant to president, Baltimore.

## OBITUARY

**Norman Call,** 79, who retired in 1955 as president of the **Richmond, Fredericksburg & Potomac,** died May 25.

**Edward A. Ballweber,** 63, retired assistant treasurer, **Monon,** died May 19 in Hines Veterans Hospital, Chicago.

**High B. Kehoe,** 76, president of **Gillis & Company,** died May 19 in Passavant Hospital, Chicago.

**Carl F. Norberg,** 60, president of the **Electric Storage Battery Co.,** died May 19 of pneumonia in Germantown (Pa.) Hospital.

Victor E. Rennix

Richard W. Claypoole

# Supply Trade

**Victor E. Rennix,** general sales manager, **Electro-Motive Division** of **General Motors Corp.,** has been named to succeed **Paul R. Turner,** director of sales, who retired March 31.

**Richard W. Claypoole** has been named manager of the railroad products section of the **United States Steel Corp.,** succeeding **Samuel McClements, Jr.,** retired. **Robert S. Whiteside,** assistant to manager, succeeds Mr. Claypoole as assistant manager.

**P. D. Barber** has been appointed district sales manager, Midwestern district, **Graybar Electric Co.,** Kansas City, Mo. Mr. Barber was formerly manager at Portland, Ore.

**George F. Arnold** has been named district sales manager for the **General Electric** Communication Products office in Cleveland, succeeding **M. S. McIlwain,** who has joined GE's mobile radio marketing headquarters at Lynchburg, Va. Mr. Arnold was previously associated with GE's regional office in Columbus, Ohio. **General Electric** Communication Products Department has moved its five-state southeastern regional two-way sales office from Atlanta, Ga., to the Petroleum building, Tallahassee, Fla. **J. W. Bryant,** regional manager, Atlanta, will be in charge of the new office. **M. G. McRae,** northern Florida district mobile radio sales manager, also will have headquarters in the new office.

**Ronald J. Rohloff** and **John P. Henson** appointed sales engineers, **Dana Corporation,** Toledo, Ohio. **J. E. Peterson** has been named sales manager—universal joints, Toledo, succeeding **W. H. Schomburg,** recently promoted to assistant general sales manager.

**Harry M. Wagner** has been appointed railroad service engineer for **A. M. Byers Co.,** working out of the regional office in New York. **Richard G. Hume** has joined Byers as a field service engineer, with headquarters at 200 Berkley street, Boston. **G. C. Kimbrough** has been assigned as a field service engineer in the Atlanta division office. **Douglas F. Williams,** field service engineer, Boston, will head a new sales office at 1-D East Grace street, Richmond, Va.

Southland Supply Co., 2034 Amelia street, Dallas, Tex., and W. M. Pattison Supply Co., 777 Rockwell avenue, Cleveland, Ohio, have been appointed distributors of Byers polyvinyl chloride (plastic) pipe.

Western Valve & Equipment Co. will represent Byers in western Canada and Lakehead territories. **Will R. Hourd** is manager, Box 4, University blvd., East Winnipeg 9, Man.

The following are distributors of 4-D wrought iron pipe for Byers: Aetna Engineering Co., Alton, N.H.; Union Supply Co., Durham, N.C.; and Brown Pipe & Supply Co., 2222 First street, N.W., Albuquerque, N.M.

# You Ought To Know...

**Texas' newest railroad,** the 16-mile Great Southwest, is in business. Ceremonies last week marked the formal start of operations. The new line links the Rock Island and the Texas & Pacific, serves the 5,000-acre Great Southwest Industrial District between Fort Worth and Dallas.

**Idea of floating** (or blowing) wood, or at least wood chips, through pipelines is receiving attention in Canada. For the foreseeable future, the process is likely to be confined to short gathering lines, but long-distance transport to pulp and paper mills is considered a possibility.

**Reflective markings** on Canadian box cars have been ordered by the Board of Transport Commissioners as a highway crossing safety measure. This year and next, railroads must apply such markings to all new cars and an equal number of old ones—an estimated total of about 12,000, or roughly 10% of ownership. Board's order allows railroads to experiment with different reflective materials, colors and patterns.

**There's "no foundation"** to the Railway Labor Executives' Association's charges that the proposed N&W-Virginian merger would bring wholesale layoffs and bad service, says N&W President Stuart T. Saunders. "There will be no abandonment of railroad service to any community now being served, and temporary employment readjustments will be minor," said Mr. Saunders. "In fact, normal employee turnover on the combined system during its first year of operation is expected to open up enough jobs to take care of all employees affected by the merger." (RA, May 25, p. 74.)

**The final section** of West Virginia coal field trackage relocated by the U. S. Army Corps of Engineers to make way for a flood-control dam and reservoir has been accepted by the B&O. The project, on the Elk River, will inundate an area over which 10 miles of the carrier's Richwood line formerly ran. The federal government spent $7,000,000 on the relocation project; the B&O added $1,050,000 for grade improvements. Work included four large bridges and a 585-ft tunnel.

**The Seaboard** last week petitioned the ICC for further relief from "key point" restrictions on operations of its auxiliary motor carrier. The road asked the Commission in 1957 for removal of eight of the key points. In April of this year, the Commission's Division 1 gave a portion of the relief requested but left restrictions in full force at five of the key points.

**A "Silver Skillet" breakfast** for $1.50 has been added to Missouri Pacific's list of reasons why travelers should ride the "Eagle" fleet. MoPac's 75-cent "Travel Tray" breakfast, served to coach passengers at their seats, will still be available.

**Reduced furlough fares** for uniformed military personnel traveling at their own expense have been extended to June 30, 1960. Without this extension, members of the armed forces would have lost round-trip savings of up to 1.7 cents per mile on June 30 of this year.

**Both houses** of the Wisconsin legislature have passed a bill extending the state's 50-year-old full crew law to diesel-powered trains. Similar legislation won approval twice before, but was vetoed by the governor. This time, the governor is expected to sign.

**A golden anniversary issue** this month marks the 50th year of publication for the Illinois Central Magazine. A special four-color anniversary issue will highlight outstanding news and features which have appeared during the past half century.

**Chicago City Council** has approved zoning changes which clear the way for development of 147 acres of air rights over Illinois Central tracks. According to IC, it's the largest single area for air rights development in any U. S. metropolitan district. First project: construction of a 550-room lakefront hotel.

**A philanthropic foundation** to support activities in the fields of education, social welfare, health, science and culture and the arts has been established by Union Pacific. The foundation has received an initial appropriation, will get additional contributions governed by business conditions and company earnings.

**Walter S. Franklin,** president of the Pennsylvania from 1949 to 1954, has retired from the railroad's board of directors. He was replaced on the board by Thomas L. Perkins, senior partner in a New York law firm.

**"Operation Spruce-Up"** is under way on the New York Central. The road is painting and refurbishing commuter equipment at its North White Plains, N. Y., shops at the rate of three cars a week. In addition, five cars a day are being cleaned and polished at North White Plains and at Harmon.

**The "Challenger,"** UP-Milwaukee coach streamliner between Chicago and Los Angeles, began operating as a separate train again June 1, for the start of the summer travel season. The train has operated during the winter combined with the "City of Los Angeles."

**Feasibility studies** on establishment of a four-county mass transportation district around Chicago would be authorized under a bill introduced in the Illinois legislature. A legislative commission would make the study and report back in 1961.

**In some copies** of Railway Age last week, an item appearing on this page incorrectly attributed the Canadian Pacific's projected $900-million improvements program to the Canadian National. Railway Age regrets the error.

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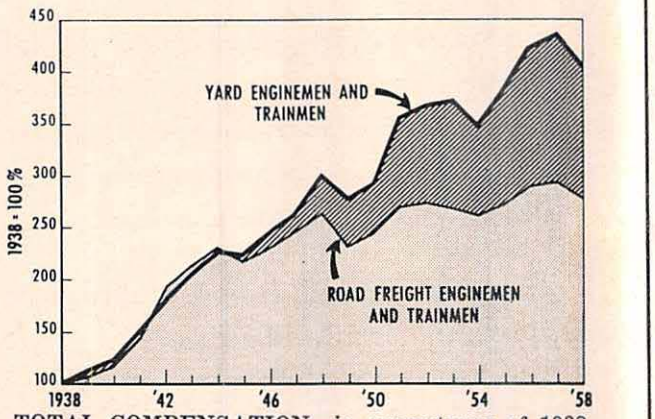
# Get Those Terminal Costs Down

The chart shows the principal reason for one of the most serious difficulties which confront the railroads—excessive cost of terminal handling of freight cars.

From 1938 to 1958, the railroad's total wage bill for road freight enginemen and trainmen increased by 177%. That is a big increase, since revenue ton-miles rose only 89%, comparing the same two years.

But just look what happened to wages of yard enginemen and switchmen. Their total compensation went up 304% from 1938 to 1958.




**TOTAL COMPENSATION**—in percentages of 1938

It just costs too much money to switch cars—especially to pick them up at the shipper's plant and to set them out at the consignee's place of business, one or two at a time. Modern "automatic" yards and other such improvements have greatly reduced the cost of intermediate handling. But originating the freight and delivering it at destination is the same "retail" operation it was 30 years and more ago.

The ICC calculation of the 1957 average terminal cost in the East (where costs are somewhat higher than average) for the average gondola car (47.5-ton load) was $64.38. The line-haul cost of moving this car was 33¢ per mile. This means that terminal handling of a car like this costs as much as moving it 195 mi. out on line.

Many railroad people—and regulators too—judge the profitability of traffic by "average earnings per car-mile." In 1958 average earnings per car-mile for all freight were about 47¢. So the temptation arises to consider as profitable any traffic earning that much or more per car-mile.

Such a conclusion can be very misleading. For instance, take the gondola car, mentioned above, with terminal costs of $64.38 and line-haul costs of 33¢ per mile. This car will have to earn $1.62 per car-mile for a 50-mile haul, just to cover its out-of-pocket costs. Only on longer hauls are earnings per car-mile a safe gage of profitability.

The truck operator goes into a plant with one man and takes away 15 or 20 tons in a trailer. The railroad goes in with 5 men to take away a box car with 30 or 40 tons. Thus, in terminal pick-ups and deliveries, the truck uses less than half the man-power in ratio to the load than the railroad does. It takes a good long haul, at the railroad's lower line-haul costs, to offset the handicap of excessive cost of terminal handling.

There are ways of reducing this cost. For example: (1) fewer men in switching crews; (2) an incentive allowance to shippers to induce them to dispatch cars in multiple quantities; (3) substituting piggyback handling for single-car shipments; (4) continued improvement in yard facilities. By these and other methods, somehow, the costs of originating and terminating carload movements of freight must be reduced. The alternative is permanent loss to the railroads of a tremendous volume of competitive traffic which, with more reasonable originating and terminating costs, could be kept on the rails.

•

**SECOND BEST ISN'T GOOD ENOUGH:** Railroad competitors seldom use second-best methods or facilities in competing for traffic. When a superior highway is opened up, truck traffic takes to the new route and abandons the old and more costly one. To be successfully competitive, railroads must also use the best cost-reducing methods and facilities they can contrive, forsaking the second best. And there isn't any place where cost-reduction is more vital than in originating and terminating freight shipments.

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Like the Burlington, Class I railroads throughout the country have seen Okonite cables prove their reliability in service along their own lines. And, like the Burlington, too, they are insuring maximum reliability for their automated systems by specifying Okonite for the vital circuits that serve them.

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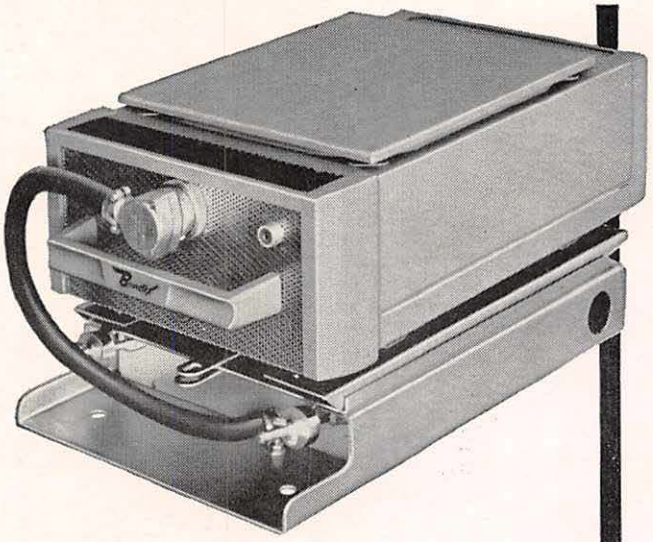

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## new transmitter

- Full 35-watt RF output
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- Microphone circuit designed for carbon or transistorized handsets
- Designed for 4 channel operation where required

## new power supply

- Complete transistorized power supplies for 12-volt or 72-volt operation
- No vibrators
- 72-V power supply regulated with TRANSISTORIZED PROTECTION circuit to safeguard against surges and overload
- Lower stand-by current drain
- Battery-saver circuit reduces stand-by drain on 12-VDC models
- 117-volt AC power supply available

# AGAIN... BENDIX® RR RADIO LEADS THE WAY

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